

RESERVIST

Official Publication of the United States Coast Guard Reserve

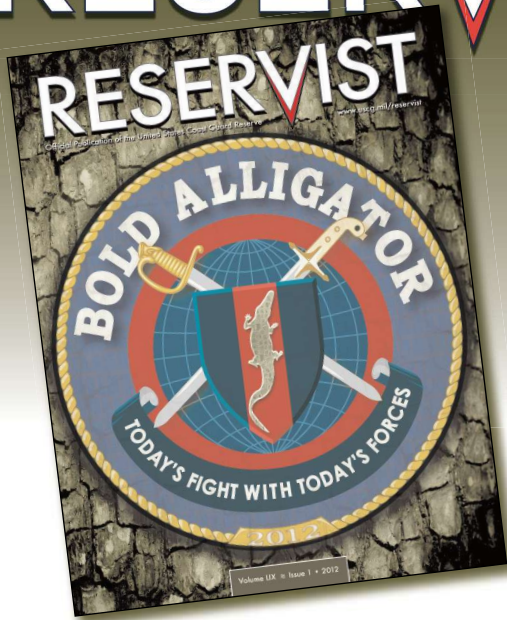
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Volume LIX ≈ Issue 1 • 2012

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MAGAZINE

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2010
Thomas Jefferson
Award Winner



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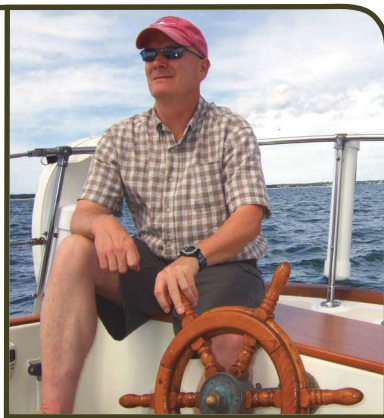
2011
PIAS Award of
Excellence



Publishers Press
&
Reservist Magazine

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FROM THE EDITOR



Life is good. But that doesn't mean it is always fair. My dad used to say, "Life is a series of short lived highs and lows interrupted by long periods of the mundane." He would counsel my brothers and me to enjoy the highs, work through the lows and to not overreact to things beyond our control. For me this has manifested itself into a pretty simple personal philosophy; take care of yourself so you can take care of your family work hard to make yourself indispensable while realizing you are not.

This philosophy was abruptly brought home recently. One of my young college-aged nephews sustained a severe head injury while skiing. While it is too early to know the long-term effects, we are grateful he is alive and showing signs of slow but steady improvement. My nephew, his dad (my wife's brother), his mom and his younger brother define family. They have enjoyed life's successes and have dealt with its harsher realities though none I would venture as difficult as this. My wife's brother has a very successful career with a Fortune 500 company. My sister-in-law is an accomplished education professional. Both were true "parenting partners" before it became fashionable. The two brothers are outstanding student-athletes and have garnered numerous academic and athletic honors along the way. Over the years I have observed the four of them through the prism of the usual family events – weddings, baptisms, birthday parties, holiday gatherings, funerals and the like. The thing that was always apparent was their individual and collective focus -- family. In this moment of pain and uncertainty, it will not be the accolades, the job promotions, the athletic awards, or scholarships that sustain them. Rather it will be their lifetime of commitment to what truly matters. And, for me, it serves to add perspective to dealing with the realities of day-to-day life while being careful to not be consumed by the moment and lose site of the course that has ultimately been set for all of us.

Life is good; fairly or not.

Carpe Diem!
Jeff Smith

An Open Letter from the Commandant to Coast Guard Retirees

Shipmates,

Greetings Shipmates! I am honored to recognize Coast Guard retirees and annuitants who served our Nation with distinction and honor. You now number over 47,000 strong, exceeding our current active duty workforce. We who serve today are carrying on your legacy, extending the long blue line of Coast Guard heritage and history into the future. You remain part of the Coast Guard family.

Over the years, the Coast Guard has provided retirees with dedicated services. For example, the Retiree and Annuitant Services (RAS) branch of the Pay and Personnel Center processes retiree pay, and supplies TRICARE news, cost of living adjustment information, and other updates related to benefits and entitlements.

There are also a variety of services available to retirees beyond pay, medical care, and commissary privileges. Retirees are eligible for Coast Guard legal assistance services, and can participate in many community activities through the morale, well-being, and recreation program.

As I said in the 2012 State of the Coast Guard Address (www.uscg.mil/socga), I am committed to meeting our retiree needs and to improving our retiree affairs services. I recently brought aboard a Retiree Affairs Project Officer and established a Retiree Affairs Working Group, led by the Assistant Commandant for Human Resources (CG-I). They will review and enhance our retiree affairs services and improve communications with our retiree community. One of the first action items for the work group is to redesign the retiree website www.uscg.mil/retiree. The website will serve as a central repository of relevant retiree information and provide links to other resources.

For those who have email, I encourage you to opt-in to receive Coast Guard retiree news and information by e-mail. Please visit the Pay and Personnel RAS Branch website (www.uscg.mil/ppc/ras) and join the mailing list. I also encourage our retirees to reach out to a regional Coast Guard Retiree Council. Regional Councils are a tremendous resource and a primary line of communication between the Coast Guard and our military retiree community. If you have questions about how to contact the nearest Retiree Council, consult the Retiree Council contact list at www.uscg.mil/hr/cg122/compensation/retirees/contacts.asp.

Semper Paratus!

Sincerely,


R. J. Papp, Jr.
Admiral, U.S. Coast Guard



CDR Hosking Remembered

What a wonderful bequest Commander Hosking made to the CGMA; and a great article about her in the current issue (No. 5 – 2011) of the *Reservist*. She was a terrific CO, and I'm very sorry to hear of her passing.

By the way, that was me as a bearded PS2 the good Commander was inspecting "back in the day". I went on to have a wonderful CG career and retired as a Chief in 2005. And, for the past several years have maintained a presence in the Chief's Mess in Boston serving as the judge at Chief's Call to Indoctrination there. Thank you for bringing back a great memory.

Dick Allen,
USCGR (Ret.)

I was touched by the bequest of more than \$125,000 to the CGMA by Commander Hosking. I served with her at CG Reserve Group Boston from 1977-1984. My final assignment was Commander, Reserve Group Boston in 1983-1984.

Capt. Clifford Spelman,
USCGR (Ret.)

Curious...

Can you please satisfy my curiosity? Page 14 of issue 5-2011 has a picture of Commander Hosking with three stripes and a plain combination cover. In the same picture is a male with three stripes who has oak leaves on his combination cover. Was the uniform different for the two genders back in 1984?

Thank you,

Alan Reff, USCG Auxiliary
Station Jones Beach Watchstander

Note: Mr. Reff, we have asked the CG uniform folks and their research indicates there was a different cover for females. It appears to have changed in the early 1980s. –JDS

Suggestion...

Recommend an automatic e-mail to a Reserve member indicating when a new issue is available on-line due to digital transition from hard copy.

Regards,

YNC Donald L. Rollings
USCG (Ret.)

Note: Chief, thanks for the suggestion. In fact, we are looking at an RSS (Rich Site Summary) feed and hope to offer it as part of our expanding digital footprint at some future date. – JDS

Another, suggestion...

Regarding the digital edition of the *Reservist*, I would like to see an iPad edition! If you are going into the digital age - go the full distance. Since I have owned my iPad I hardly ever use my computers any more.

Cmdr. Richard T. Cancellier,
USCGR (Ret.)

Note: Commander, another excellent suggestion. See response above. –JDS

I would like to thank you for submitting my poem entitled "Standing Lookout". Now I have been encouraged to write more! Thanks again for making this possible.

Very Respectfully,

DC2 Dixon, USCGR

Corrections...

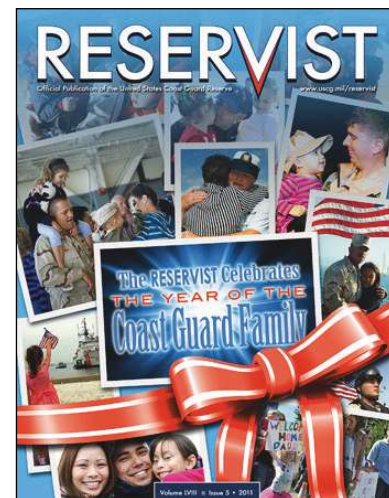
In the last issue of the *Reservist* on page 23, Cmdr. Browning is quoted as saying he's been on six deployments going back to 1990. He's only been on two deployments so far, one in 2004 and the most recent in 2010. If at all possible, could we have a correction in the next issue?

PA2 Michael Anderson
Deployable Ops. Group

In Vol.58, Issue 5, you featured an excellent article on the Coast Guard Yellow Ribbon Program on page 23 of the magazine. I have but one criticism of the article: you misspelled the name of the DOG's CMC in the photo caption on the top of page 23. It should read "Master Chief Ryan Fahlenkamp" vice "Fahlecamp". You'll have to pardon my finger-pointing but as a SELRES member with an unusual name; I am very sensitive about the correct spelling of other people's names. With the Global Directory on every CG workstation, there is no reason this should happen. I expect better of such a fine publication.

Cmdr. Sharif Abdrabbo, USCGR
Staff Judge Advocate
USCG Deployable Operations Group

Note: Cmdr, thanks for the feedback and correcting the record. We strive for perfection yet unattained. – JDS





BM1 Kenneth Layman of PSU 305, on patrol in Kuwait as part of Operation New Dawn, taken shortly after learning of the tragic loss of our shipmates onboard CG-6535.

Submitted by BM2 Jeremy Chatterton, PSU-305



The View

“All changes are more or less tinged with melancholy, for what we are leaving behind is part of ourselves.”



Rear Admiral
David R. Callahan

Director
of the
Coast Guard Reserve

“...let me say what an honor and privilege it has been to serve as your Director. You will forever have my deepest respect and admiration for all you have done, continue to do and most assuredly will be called on to do in the future”

Greetings, Shipmates! That quotation by novelist Amelia Barr accurately sums up my feelings as I prepare to depart from my short tenure as Director of Reserve to assume my new duties as Commander, Personnel Service Center (PSC) on April 20th.

While I look forward to my next assignment and the challenges and opportunities it will undoubtedly present, it is indeed with a degree of melancholy that I leave the Reserve Program behind. As an aviator, I came to this assignment with little knowledge of overall Reserve Program management and, frankly, little interaction with reservists during my flying career. This tour has served to provide me with a much deeper level of understanding and appreciation for the very tangible value our reservists bring to our Service. As noted in my first *The View* column last September, “The CG has no active component ‘garrison force’ set aside to surge into contingencies...It is you, members of the Reserve, who enable this vital contingency surge capacity that the citizens of our nation expect from the United States Coast Guard.” My time as Director of Reserve has only deepened my belief in that reality. It is quite noteworthy that at the ceremony held on Capitol Hill to celebrate the 71st Anniversary of the establishment of the Coast Guard Reserve, Admiral Papp recognized the importance of the Reserve’s role, “...as the Coast Guard’s force in garrison...” during his remarks.

It is often said that with change comes opportunity and that certainly is the case with respect to my relief, Rear Admiral (RADM) Steve Day. As a member of the Selected Reserve for well over three decades RADM Day is no stranger to the Reserve and the issues and challenges of being a citizen-sailor. I cannot think of anyone more qualified to assume the role and responsibilities as the Director of Reserve at this critical time in history for both our Service and our Country. I look forward to continuing to partner with RADM Day on issues of importance in our ability to attain and maintain the finest Reserve workforce possible. My new duties at the Personnel Service Center will allow me to continue the fine work of RADM Dan May whose previous experience as Director of Reserve has provided a beneficial perspective to Reserve recruiting and assignments during his tour at the helm of PSC.

The extensive knowledge RADM Day brings to the table will be further enhanced as Captain Steve Nye assumes the duties of Deputy Director of Reserve. Captain Nye is a well rounded and seasoned Reserve Program Administrator whose current assignment is as Chief, Reserve Personnel Management. In my humble opinion the Reserve Component could not be in better hands.

In closing, let me say what an honor and privilege it has been to serve as your Director. You will forever have my deepest respect and admiration for all you have done, continue to do and most assuredly will be called on to do in the future.

Bravo Zulu!

On Deck

What is the mission of the Coast Guard Reserve Force (CGRF)? The Commandant has clearly outlined in his Reserve Policy Statement that we exist to provide America a CGRF that is ready and proficient to mobilize for surge capacity. The Reserve Policy Statement further directs that this mission be achieved through training and augmentation.

Why surge capacity? The last 10 years have proven that the next big mobilization is just around the bend. Major examples include Operations Noble Eagle, Iraqi Freedom, and New Dawn; Hurricanes Katrina and Rita; Deepwater Horizon; and mid-West floods.

So how have you and I made way toward providing a ready CGRF? Like mission sorties recent successes include diligence by you and by our Reserve Force Readiness System crew that has improved our administrative readiness from sub-par to 90-plus percent. This success has translated into deployed reservists who are physically fit and medically/dentally ready to complete the mission.

We also have made way in certifying our Provisional Maritime Enforcement (ME) Specialists as Permanent MEs; from more than 400 Provisional MEs in January 2010 to less than 100 today. My challenge to you is to clear the Provisional ME list by Spring 2012 so MEs can sit for this October's 2012 Service-wide Exam.

The Direct Entry Petty Officer Training program is another Reserve success story. It allows us to recruit experienced members without tapping our limited budget to pay for Class "A" school seats or requiring members to wait for class availability.

The Coast Guard Recruiting Command's In-Service Transfer Team (ISTT) has had great success in transferring Active Component (AC) members into the CGRF. During the last two years, the ISTT has transferred nearly 50 percent of the AC members who were released from active duty to the CGRF - an amazing feat!

The Coast Guard's Yellow Ribbon Reintegration Program has respected our shipmates by providing pre-, during-, and post-deployment services to assist mobilized reservists and their families.

Our mission success is manifested in reservists such as Lt Cmdr. James Cullen and DC3 Tomas Kaselionis. Lt. Cdmr. Cullen was recently honored by the President at the White House for his efforts as the supervisor of Patrol Forces Southwest Asia's Redeployment Assistance and Inspection Detachment Team supporting Central Command operations. DC3 Kaselionis earned the 2011 GEICO Military Service Award for National Guard and Reserve for his work in fire safety and prevention. He has the distinction of representing 1.1 million members of the seven Guard and Reserve Components.

We achieved much in the area of readiness; we have some distance to go to achieve the proficiency directed by the Commandant. We must continue to reach important waypoints such as completing the Concept of Reserve Employment (CORE), Reserve Workforce Structure Board (RWSB), and Selected Reserve Enlisted Advancement Work Group (SREAWG). These initiatives will help define requirements (CORE); re-program billets to units where we can fill and support them (RWSB); and identify/resolve barriers to slow advancement rates of junior enlisted personnel (SREAWG).

We will also pursue proficiency by continuing to engage the Rating Force Master Chiefs in designing competencies that are attainable and maintainable within the Reserve annual training model. We will also engage with the Reserve Boat Optimization Study currently underway to ensure reservists receive the training, augmentation, and administrative support directed by the Reserve Policy Statement. We must each engage the Reserve assignments process, including submission of command concerns into Direct Access, to ensure the crew is getting the diverse experience they require while balancing reasonable commuting distance and cost.

We will continue implementation of the Reserve Enlisted Leadership Development Continuum to mold the future Senior Enlisted Reserve Advisors, Silver and Gold Badge Command Senior Enlisted Leaders (CSELs), and Master Chief Petty Officer of the Coast Guard Reserve Force. The 2012 CSEL selection panels suggest that increasing numbers of Chief Petty Officer Academy graduates has increased the pool of applicants.

Two years after the Commandant selected Master Chief Petty Officer of the Coast Guard Leavitt and me for our assignments, I continue to advise the Commandant on Reserve workforce policies in regular one-on-one meetings. MCPOCG Leavitt and I interact most every day. I work closely with the Director of Reserve and Chief of Reserve Affairs, these relationships allow me to help reservists stay aligned with these leaders while keeping them informed of your successes, challenges, and needs.

The way ahead is clear; build on our combined successes and press forward with strategic initiatives to ensure a CGRF that is ready and proficient when called to mobilize.

Semper Par!



Master Chief
Mark H. Allen

Master Chief Petty Officer
of the
Coast Guard Reserve Force

**"The way
ahead is clear;
build on our
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ensure a CGRF
that is ready
and proficient
when called to
mobilize."**



Fleet Watch

New Pacific Area Admiral A Well-Blended Reservist

Kurt B. Hinrichs, like many reservists, juggles several roles. He's a dedicated long-distance runner, a devoted husband and father of three. A civil engineer, he pores over plans, working on construction and design projects in his family's business. It's a job that suits this quintessential problem-solver. Ask him about his day job and you're instantly reminded of an Albert Einstein quote: "Pure mathematics is, in its way, the poetry of logical ideas".

Colleagues and superiors say logic, dedication and experience, define the newly-minted Pacific Area Admiral. "I was honored to preside over the ceremony for the Reserve's newest Admiral, and likewise thrilled to have the Commandant there to welcome him to the USCG Flag Corps," said Vice Admiral Robert Parker. "Kurt is a reliable and hard-working officer with experience in both operational command and joint command assignments. Through more than three decades of Coast Guard service, he remains passionate about the Reserve Force and has worked very hard to help solve issues affecting our members."

The ceremony offered clues that bode well for the Reserve Force.

A cross-country runner since high school, Hinrichs, 51, said it helps him maintain perspective offering a rhythm that assists his problem solving. He enjoys reading to his youngest son, adopted from Ethiopia. And he looks to his wife of 22 years, other family and friends for support. "A large part of my success throughout my career is due to my wife," he said. "It's definitely been a team effort."

His family has hosted exchange students from Denmark, Colombia, Japan, France, Cameroon, Russia, and the French West Indies — cultural exchanges he and his family enjoy — and that inspired his daughter to spend last year as an exchange student in Austria.

He spent four years at the Coast Guard Academy as a cadet plus 18 months on active duty. While leaving was a difficult decision, beginning a civil engineering career with his family's commercial construction business in Largo, Fla. has proven to be a good move. Joining the Reserve, he said, offered him an ideal option. "Being able to serve my country and work in my family's business has been the best of both worlds for me," Hinrichs said.

His assignments — including work as both an executive and commanding officer of a Port Security Unit with overseas stints, has acclimated him to juggling long hours and challenging issues. A recent assignment as Deputy Senior Reserve Officer, Atlantic Area,



Rear Adm. Hinrich's wife, Amy, and his mother, Nancy, put on his new shoulder boards during his promotion ceremony at Air Station Clearwater, Fla., Jan. 27.

Photo by PA2 Patrick Kelley.

allowed him to delve into reserve issues. But he attributes a large part of his success to mentoring he's received along the way. He recalls a time when Capt. Paul Crissy told the PSU 307 Ward Room he wanted to see each of them attain his own commanding officer post. "That stuck with me," said Hinrichs, charging reservists to mentor others, as he has.

In his new role, he knows he will face a shrinking budget, which makes him reflective. "Typically, when resources get scarce, the Reserve becomes more important," he notes. Optimistically, he says, he will examine and analyze what's working well for the Reserve Force.

Asked to divulge something few know about him, he offered this: "Every morning that I'm home, I make myself a smoothie. It looks disgusting because I put all kinds of things in it - yogurt, oatmeal, cocoa, blueberries, carrots, spinach, bananas, strawberries, protein powder, and whatever's about to go bad in the fridge. Also, I've never been a coffee drinker, but I make it for my wife every morning."

Vice Admiral Parker offered these final insights into the newest Coast Guard Flag Officer. "His compassionate blend of logic, thoughtfulness, and professionalism is perfect for his newest assignment...he's a steady hand at the helm."

**Story by PA1 Judy L. Silverstein
Seventh Coast Guard District Public Affairs**



Rear Adm. Day named acting Director of CG Reserve

The Commandant has selected Rear Admiral (RADM) Steven E. Day, USCGR, to assume the duties as Acting Director Coast Guard Reserve on April 20, 2012.

RADM Day currently serves as Atlantic Area Deputy Commander for Mobilization and Reserve Affairs.

RADM Day brings four decades of experience to this assignment. He began his career as an active duty enlisted member in 1967 advancing to the rank of Damage Controlman First Class. He received his commission as an Ensign in the Coast Guard Reserve in 1977.

He has held several command positions including Reserve Unit Hancock, Michigan, Reserve Unit Green Bay, Wisconsin, Joint Forces Command Reserve Unit, Norfolk, Virginia, Port Security Units 303, Milwaukee, Wisconsin and 309, Port Clinton, Ohio. He was promoted to Flag in July 2008.

His civilian career includes 12 years as a 7-12 High School Teacher and 21 years in the paper industry as a human resource professional.

RADM Day holds Associates, Bachelors and Masters Degrees from Gogebic Community College, Ironwood, Michigan, Northern Michigan University, Marquette, Michigan and the University of Wisconsin Stevens Point, Stevens Point, Wisconsin, respectively.

71st Anniversary of CG Reserve Celebrated on Capitol Hill

Admiral Bob Papp, Jr., Commandant of the Coast Guard was on Capitol Hill Friday, February 17th to help celebrate the 71st anniversary of the United States Coast Guard Reserve. The event was held at the Rayburn House Office Building and co-sponsored by the Fleet Reserve Association and National Capital Council, Navy League of the United States. During his remarks, Admiral Papp recognized the importance of the Coast Guard Reserve's role as the Coast Guard's "... force in garrison..." with nearly 8,000 dedicated men and women who stand ready to support a multitude of Coast Guard missions to include maritime homeland

security, national defense at home and abroad, as well as response to natural and man-made domestic disasters. "Since the creation of the CG Reserve on February 19, 1941, thousands of reservists – including my own father – have faithfully been ready to take the watch and mobilize for contingencies, whether foreign or domestic," noted the Commandant. "As with all organizations, people are the key to the success and effectiveness of our Coast Guard Reserve. I am proud of our Reserve's commitment and selfless service."

Story by Lt. j.g. Stephen Cheng, CG-1313



Adm. Bob Papp (center) poses with (l. to r.) Rear Adm. David R. Callahan, Director of the Coast Guard Reserve; Joan Jones, Executive Director of the National Capital Council, Navy League of the United States; David L. McGinnis, Acting Assistant Secretary of Defense for Reserve Affairs; Rep. Howard Coble (R – NC, 6th District); Penny Collins, Fleet Reserve Association Director of Membership Development; Petty Officer 3rd Class Jacqueline Aycardi, Junior Enlisted Representative and Master Chief Petty Officer Mark. H. Allen, Master Chief Petty Officer of the Coast Guard Reserve Force as Kirk Bell, Rep. Coble's Senior Legislative Assistant looks on.

Photo by Chris S. Rose

CGR Officer among service members honored at White House

Lt. Cmdr. James Cullen, a Redeployment Assistance Inspection Detachment (RAID) Training Officer with U.S. Coast Guard Training Team East, was the only commissioned Coast Guard Officer selected to attend the February 29th dinner, "A Nation's Gratitude: Honoring the U.S. Troops of Operation Iraqi Freedom and Operation New Dawn." Cullen's wife, Kathleen Cullen, accompanied him to the event. They met the President and First Lady Michelle Obama, and the Commandant of the U.S. Coast Guard, Admiral Bob Papp.

Cullen, a reservist, was joined by fellow Coast Guardsmen MEC Joseph Castro and ME2 Lawrence Benson at the event, both of whom had extensive deployments in support of both operations. As a Reservist, Lt. Cmdr. Cullen has had multiple mobilizations and deployments under Operation Iraqi Freedom. At U.S. Coast Guard Sector New York, he spent three years on active duty supervising law enforcement teams conducting offshore security boardings of large vessels approaching New York City from overseas. He then served for a year as the supervisor of Patrol Forces Southwest Asia's RAID Team 11 in Iraq, Kuwait, Afghanistan, Bahrain and Oman, for which he was awarded an Army Commendation Medal. Cullen is now on active duty in Portsmouth, VA, in charge of all Coast Guard RAID Team training. RAID Teams are forward-deployed teams embedded with Army units in combat zones.

"We are here to represent all of the Coast Guard men and



(l-r) Lt. Cmdr. James Cullen, ME2 Lawrence Benson, MEC Joseph Castro and Master Chief Petty Officer of the Coast Guard Michael Leavitt pause for a photo during the pre-dinner reception.

Photo by Debbie Leavitt

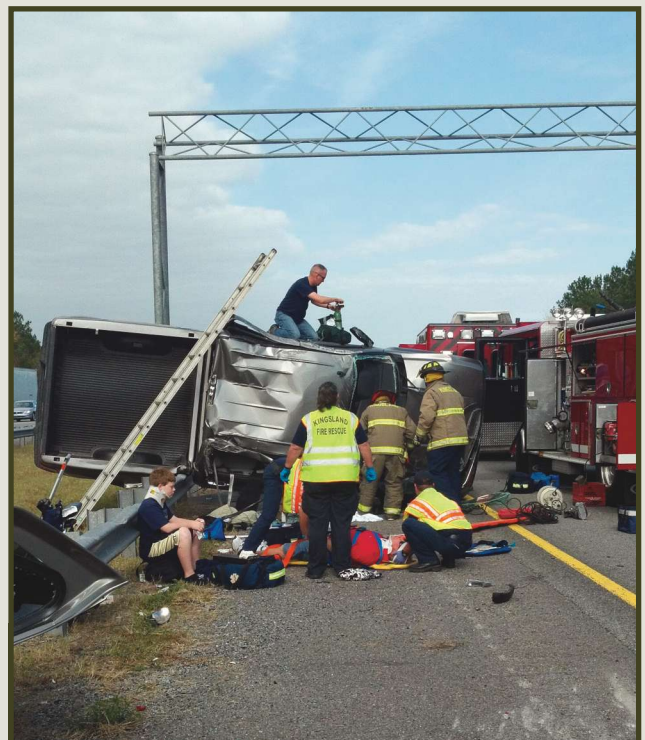
women, active and reserve, who served in this theater of operations" said Cullen. "Thousands of Coast Guardsmen have supported and served in Operation Iraqi Freedom and Operation New Dawn. It's an honor and a privilege to be here ensuring their service and sacrifice is not forgotten."

On the dinner table that evening, Cullen placed a photograph of Coast Guard Petty Officer Nathan Bruckenthal, a New York native who was killed in action while defending against a suicide boat attack on an Iraqi oil terminal. He said, "Our shipmate needs to be remembered here tonight."

Reservist Pulls 'First Responder' Double Duty

ME1 Charles Yeargin, a Reservist serving on Title 10 and assigned to the Military Out Load Detachment at Sector Jacksonville, FL was on duty traveling to Fort Bragg, NC Sunday, December 4, 2011 when he came upon the scene of a crash in which a vehicle carrying three people had overturned on Interstate 95 in Camden County, Georgia. Yeargin instinctively brought his first-responder skills and training to bear as noted in the citation accompanying his CG Achievement Medal, "Immediately upon arrival, seeing that no law enforcement or emergency services personnel had arrived, Yeargin sprang into action taking control of the situation by directing the notification of emergency services authorities with pertinent details and having by-standers assist him in rendering aid to the victims. Yeargin enlisted the help of other Good Samaritans in stabilizing the scene so he could go in and assess the injuries of the victims. After safely and efficiently assessing and extracting from the vehicle a young boy with a deep laceration on his leg and an older man with scrapes and bruises...risking his own safety, climbed into the overturned vehicle to assess and render aid to a woman who was trapped inside. While giving direction on what aid the other victims needed, Yeargin rendered aid to the woman as she was having trouble breathing because of how her body was suspended in the seat belt. Yeargin alleviated her distress by supporting her weight, loosening her seat belt and staying with her until paramedics arrived and used extraction equipment to get her out of the vehicle."

Bravo Zulu, ME1!



ME1 Charles Yeargin, atop the overturned vehicle, responds and provides aide at scene of a vehicular accident on Interstate 95 in Georgia.

Coast Guardsmen and Marines Hold Joint Training Exercise

It's not quite 3 a.m. and all is quiet at the Coastie boathouse in Guantanamo Bay. The air is dense and salty and the stars sparkle like a handful of diamonds thrown into the night sky. The night crew of U.S. Coast Guard Maritime Safety and Security Team (MSST) Detachment San Diego are diligently cleaning and maintaining their weapons and gear trying to get through another night. An infomercial about tile caulk can be heard on the television in the background when the phone rings.

"MARSECDET, how may I help you Sir/Ma'am? What is your location? What's your frequency? What's the precedence? Special equipment? How many?...."

The Marine Corps Security Forces Company (MCSFCO) has just called in a standard 9-line medical evacuation (MEDEVAC) request. The phone is put down, the waterside duty officer (WDO) is notified and a flurry of activity engulfs the boathouse.

Within 30 minutes, two 25-foot transportable port security "fast boats" are deployed and the quiet waters of Guantanamo Bay give way to the wake and roar of the engines cutting through it at 40 knots.

MSST San Diego and MCSFCO spent the final week of 2011 conducting progressive training evolutions, testing expeditious reactionary time for insertion and extraction; mobilization; testing communications and researching and testing site locations. The MSST and MCSFCO teams concluded a final exercise tying all training elements into one real-world scenario.

"The scenario put my Marine casualties at the farthest point from the Coast Guard boathouse to the fence line for the worst possible scenario," said Marine Corps Capt. Christian Ensign, Fleet Anti-Terrorism Section 3 (3rd FAS), platoon commander. "The timely and effective treatment of my Marines is priority and the MSST San Diego gives us the quick response and significant flexibility that we need in our area of operations."



This was the first time MSST San Diego had a chance to work with MCSFCO since arriving in Guantanamo (GTMO) in November 2011.

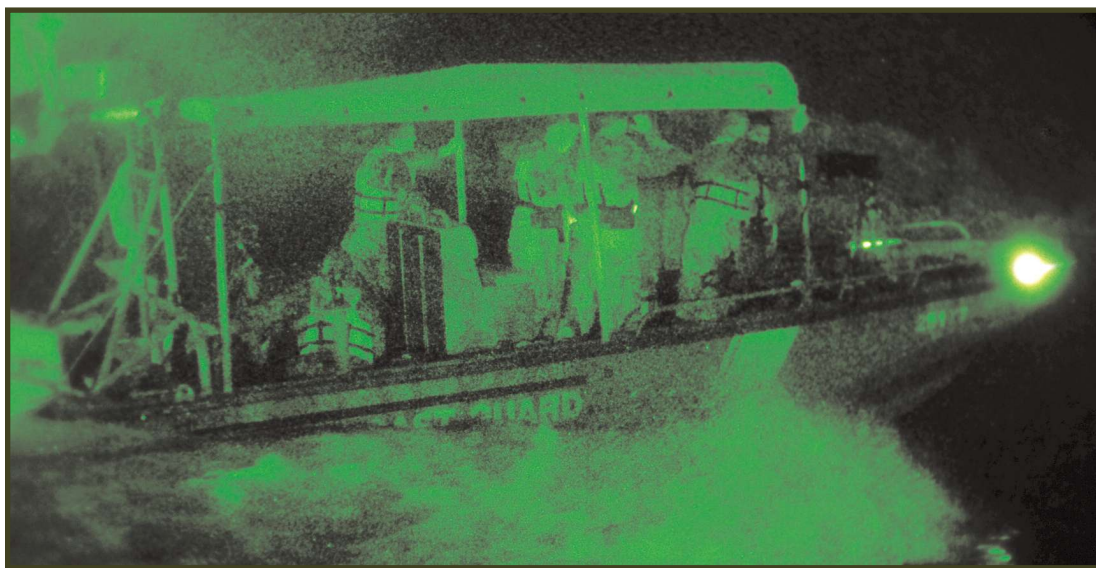
The importance of getting the mission done safely, properly and expeditiously are the contributing factors to successful interoperable missions here at GTMO.

"We always do a risk assessment before we get underway," said BM1 Jared Campbell, the lead coxswain (boat driver and crew leader) for the MSST. "We mitigate certain risks and evaluate the situation. My responsibility is the safety of the crew, passengers and the boat. Getting there safe is my top priority."

Lt. j.g. Jorge Teller, Waterside Division Officer for MSST San Diego, thought the entire process was a success.

"It went extremely well," he said. "We found some gaps in the system and corrected them and now we're establishing a standard operating procedure with the Marines."

Submitted by
Army Sgt. Landis Andrews
JTF-GTMO-PAO



Coast Guard MSST San Diego and Marine Corps Security Forces Company simulate the egress of injured personnel onto a Coast Guard fast boat during a casualty evacuation exercise. Both MSST San Diego and MCSFCO provide 24-hour security to both the Joint Task Force and Naval Station.

Photo by U.S. Navy MC2 Kilho Park

Bye-bye 'BCGs:' Services get new standard-issue eyewear

CAPE MAY, N.J. – The rumors are true - the Coast Guard and its sister services have phased out the S9 cellulose acetate spectacle frame, which is more commonly referred to by servicemembers as "birth control glasses" or "BCGs."

The BCGs have been the eyewear of choice, or more accurately the eyewear of issue, for all active duty and reserve personnel upon initial entry into the military since 1990. That's all changed now that the military has made the switch to a more "hipster-chic pair of glasses" called the unisex black 5A frame, according to a U.S. Navy release.

The change stems from research conducted at Coast Guard Training Center Cape May and four other U.S. military training installations by the Military Health System's Optical Fabrication Enterprise and the Naval Ophthalmic Support and Training Activity (NOSTRA) in Yorktown, Va., which assessed the functionality, durability and cosmetic appearance of various eyewear options.

From this research, the new 5A frame was born, but Coast Guard civilian Mrs. Kelly McCabe, who works in the Optometry Department at Health Services Worklife Detachment Cape May, was apprehensive when she first saw the new standard eye wear.

"The frames were much thinner with a hinge on the ear pieces, so we were a little concerned about the durability of the glasses in the basic training environment," said McCabe, who started issuing the 5A frames in January 2012. "However, we've been pleasantly surprised because we haven't had any recruits come back with broken frames."

McCabe said there's a noticeable difference in the recruits' receptiveness during the issue of the new frames, who were not fond of the appearance of the BCGs. She said even some active duty members are getting the new 5A frames because they like the style. Active duty and reserve members with more than 30 days service have a broader choice of eye wear issue as part of the "Frames of Choice Program," but many are still gravitating toward the new 5A frames, which is exactly the goal of the new eyewear deployment.

"Service members have told us that they like the appearance of the new frame," said



Capt. Matt Newton, commanding officer of NOSTRA. "We are confident this frame will increase the likelihood that military personnel will continue to utilize their eyeglasses beyond boot camp."

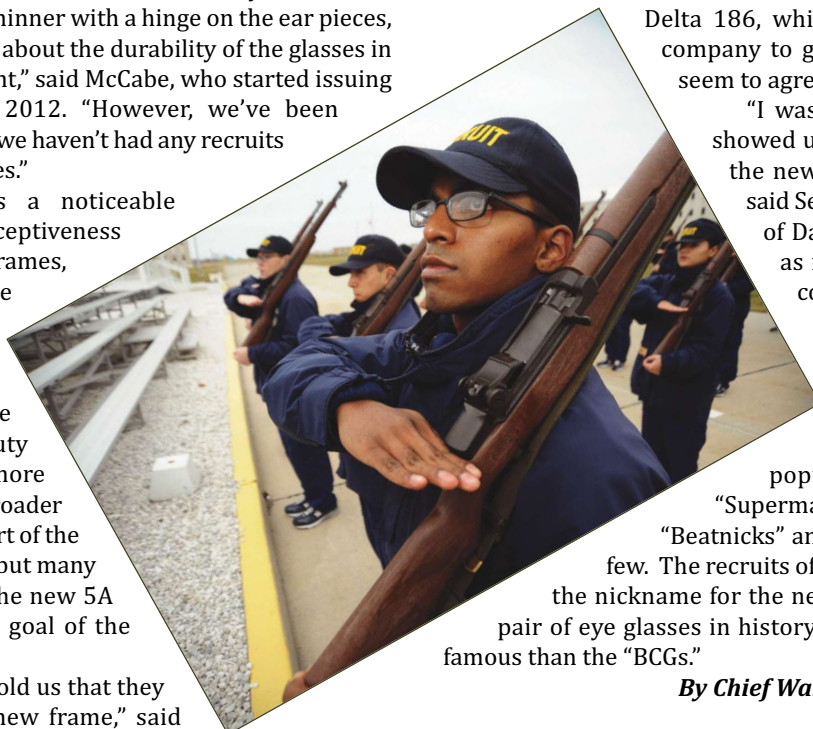
The recruits in Coast Guard Recruit Company Delta 186, which was the first Coast Guard company to get issued the new 5A frames, seem to agree with Newton.

"I was pleasantly surprised when I showed up to boot camp and got issued the new glasses instead of the BCGs," said Seaman Recruit Ryan Jackson, 24, of Dayton, Ohio. "They're as stylish as my civilian glasses and just as comfortable."

The nicknames for the 5A frames are already starting to fly, and eyewear-dependent recruits from Delta 186 shared some of the more popular names, which include "Supermans," "Buddy Hollys," "Hipsters," "Beatniks" and "Clark Kents" just to name a few. The recruits of Delta 186 all agreed, whatever

the nickname for the new 5A frames, there will be no pair of eye glasses in history that are more unflattering or famous than the "BCGs."

**By Chief Warrant Officer Donnie Brzuska,
Training Center Cape May**



CGIS and FORCECOM Team Up to Develop New Field Guide for Special Agents

The Coast Guard Investigative Services' (CGIS) mission is varied and far-reaching—its 430 active duty, reserve and civilian special agents conduct criminal investigations, provide force protection, participate in task force operations, and collect operational intelligence in direct support of Coast Guard missions and responsibilities. Similar to the U.S. Secret Service, members of CGIS' Protective Service Operations (PSO) detail provide personal and site security for the Coast Guard Commandant and other high-ranking officials.

With all of these missions, and the requirement for all agents to possess the knowledge, skills and abilities to carry out all of the organization's responsibilities, it is vitally important to have clearly written manuals, instructions, field guides, and standard operating procedures, says CGIS Assistant Director Marty J. Martinez.

"These documents not only provide CGIS personnel with guidelines and doctrine, but are also the basis from which to develop and deliver our training programs," says Martinez. "When we send our agents to the Federal Law Enforcement Training Center in Glynco, Ga., all of those skill sets, tactics, techniques and procedures (TTP) and requirements are captured in the classroom and in performance-based, hands-on training."

Prior to mid-1996, CGIS was organized under and managed by District offices, each with its own set of procedures, guidelines and performance requirements. But with the centralization of the CGIS, and its placement under the auspices of the Assistant Commandant for Intelligence and Criminal Investigations, there is increased emphasis on across-the-board standardization of all CGIS operations. For example, the same set of procedures must be followed whether the high-ranking official is visiting Seattle or New York. Detailed advance work must be conducted, vulnerability/threat assessments must be made, and other operational planning measures must be performed to mitigate the risk of an incident, according to Senior Special Agent Jon C. Finnegan.

"We want the whole operation to be seamless for the VIP," says Finnegan.

That's when the Coast Guard's Force Readiness Command's (FORCECOM) Tactics, Techniques and Procedures Division stepped in to help. Since 2009, FORCECOM has been developing practical field guides for various Coast Guard operational units. CGIS is its latest success story.

Upon the stand-up of CGIS, the PSO program utilized the protective service manual of the Air Force Office of Special Investigations (AFOSI) as an interim reference manual until a CGIS manual specific to PSO could be published. While the interim publication served as a good reference document for CGIS agents, says Martinez, it proved to be lacking in one of the key tenets that defines TTP—the "how to" procedures that include the standard and detailed steps of how to perform specific tasks. For example, the publication discussed threat assessments and operational planning conceptually, but did not go into specific detail on how to conduct and prepare an actual assessment and plan, nor did it provide samples of these documents. Having samples as "go-by" templates makes it much easier for the user to actually apply the procedural steps. Additionally, although the operational protocols are very common and consistent within the PSO community, how each agency may apply them will vary. Thus, CGIS needed a publication that

specifically addressed the CGIS PSO Program and the U.S. Coast Guard.

"The TTP developed in cooperation with FORCECOM's Tactics, Techniques and Procedures Division is encapsulated in a manual that will be used by all of the agents in CGIS, whether they're assigned to the Commandant's Protective Services Detail or not," says Martinez. "That way, whether an agent is in a support role or a lead capacity, they'll all be working off the same guidelines."

For its part, FORCECOM utilized its innovative TTP development system propelled by an Integrated Process Team (IPT). Facilitating a cross-disciplinary working group consisting of half a dozen CGIS subject matter experts and a FORCECOM technical writer/editor, the IPT expeditiously split the existing manual into two publications—one that sets Coast Guard policy and the other, a practical, how-to guide offering detailed standardized instructions for Protective Services special agents on how to do their jobs. Using the IPT process significantly streamlined the time it took to promulgate the PSO TTP by eliminating the need to enter the Headquarters Concurrent Clearance process. Further, the streamlined process enables the TTP to be changed quickly and efficiently as needed to provide the field with timely, up-to-date TTP.

"Our value to the process was establishing a roadmap from the idea to the publication phase," says CDR Alan Tubbs, former head of FORCECOM Tactics, Techniques and Procedures Division's Integration Branch. "Creating a useable, standardized and approved method to develop TTP that follows our own best practices, as well as from other services, has created a repeatable process for future required publications."

Utilizing the strong partnership between CGIS and FORCECOM, the newly developed TTP will now enter a process of continuous improvement called the Human Performance Cycle (HPC). During this period, training and assessments will be conducted, lessons learned will be captured, and the TTP will be revised as necessary to remain current.

Story and Photo by PA1 Sherri Eng



ESGR Patriot Award Presented in NYC

The U.S. Coast Guard recently presented Queens District Attorney (D.A.) Richard A. Brown with the Employer Support of the Guard and Reserve Patriot Award in recognition of his outstanding support of Senior Rackets Detective and Coast Guard Reserve Special Agent John J. Keeley.

The Patriot Award was created to publicly recognize employers who display support for their Guard and Reserve employees by supportive actions and personnel policies. In addition, the Federal Law Enforcement Officers Association honored D.A. Brown for his continued support of their Association and U.S. Coast Guard Reserve Military Criminal Investigators.

From left to right: Queens D.A. Chief Investigator Lawrence J. Festa, J. Adler; National President of the Federal Law Enforcement Officers Association, District Attorney Richard A.



Brown, Special Agent-in-Charge William P. Hicks, U.S. Coast Guard Investigative Service (Mid-Atlantic Region), Queens D.A. Detective John J. Keeley and Chief Assistant D. A. John M. Ryan.

Orland Park Coast Guard Officer Returns from Kuwait to a Hero's Welcome

Reprinted courtesy of Mary Compton, OrlandPark.Patch.com

Oak Park Avenue looked like it could've been the 4th of July Saturday afternoon. Flags held by proud supporters of Coast Guard Petty Officer Milton "Milty" Marks waved in the sun. One of those holding the red, white and blue was VFW Post 2791 club manager Roger Barton. "Isn't this great," Barton said. "We want to do this for every soldier coming home." A few minutes later, blaring sirens were heard moving north on Oak Park Avenue as Tinley Park fire trucks, police cars and Soldiers Guardian Angels escorted Milty Marks to his welcoming party.

On the way to the Tinley Park VFW, many thanked and hugged the Coast Guard officer from Orland

Park. Gifts were given and speeches were read along with a letter from Orland Park Mayor McLaughlin, and the Orland Park Veterans Commission, welcoming Marks by expressing gratitude for his service.

"Thank you to everyone that's here," Marks said. "This was over the top. I look forward to meeting you all and talking to everyone of you. Thank you, thank you." Someone from the crowd replied "no, thank you!" Marks then signed the Soldiers Guardian Angels banner, accepted a beer and acknowledged his awe at the welcome.

"I'm very surprised. I had no clue what was going on," Marks said. "For all the communities with other soldiers coming home, I encourage you to do this for them. This is great. It's good to come home to something like this."



Coast Guard Petty Officer 2nd Class Milton Marks received a warm welcome home from Kuwait.

Photo by Mary Compton

2011 Coast Guard Reserve National Award Winners Honored in DC

The District of Columbia Reserve Officers Association Chapter 4 hosted the Annual Coast Guard Reception to honor the Coast Guard Reserve National Award recipients on Monday evening, January 30, 2012. Held in conjunction with ROA's 2012 National Security Symposium, the reception and awards presentation ceremony was attended by numerous senior Coast Guard leaders including Vice Commandant VADM Sally Brice-O'Hara, RADM Daniel May, RDML David Callahan and MCPOCG-RF Mark Allen.

ADMIRAL RUSSELL R. WAESCHE AWARD LARGE DISTRICT SEVENTH DISTRICT	ADMIRAL RUSSELL R. WAESCHE AWARD SMALL DISTRICT NINTH DISTRICT	REAR ADMIRAL BENNETT S. "BUD" SPARKS AWARD LARGE UNIT SECTOR PUGET SOUND	REAR ADMIRAL BENNETT S. "BUD" SPARKS AWARD SMALL UNIT SECTOR UPPER MISSISSIPPI RIVER	RESERVE OFFICER'S ASSOCIATION OUTSTANDING JUNIOR OFFICER LT. EDWARD SEE MSD PORT CANAVERAL	RESERVE OFFICER'S ASSOCIATION OUTSTANDING WARRANT OFFICER ISM3 Paul Bostwick ESU SEATTLE
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Sharing our Success

By Lt. Cmdr. David J. Uhl, Ninth Coast Guard District
Chief, Planning and Force Readiness (DXR) Branch

The Ninth Coast Guard District was honored to be the recipient of the Admiral Russell R. Waesche Award for FY11 in the category of district with fewer than 600 reservists. This award recognizes the district that is judged to be the most supportive of a totally integrated Coast Guard military force, demonstrated by its effective use and support of the Reserve Component.

Bridging the gap between the active duty and the reserve force is sometimes difficult. Often, there is a lack of communication, misunderstanding of training requirements, and a misalignment of mission goals which can lead to frustration, management issues, a lack of ownership, and ultimately poor readiness. The Ninth Coast Guard District narrowed the gap by implementing four initiatives that helped mitigate these issues.

Sharing information and lessons learned is essential to the overall success of the Coast Guard. The following initiatives can serve as a template to encourage integration and increase readiness across the service.

Possibly the most important initiative was the creation of the District Reserve Strategic Steering Committee (DRSSC). Made up of senior active duty and reserve leaders who were chosen because of their vested interest in the success of the reserve program, the DRSSC meets quarterly to identify and discuss critical issues facing the reserve workforce. With full support of the District Commander, the DRSSC works together to guide district reserve management issues by looking beyond traditional solutions to problems, identifying long range initiatives. The DRSSC has the ability to drive reserve initiatives across the entire district rather than just locally. This is significant as traditionally, issues would have only been addressed at the local unit level.

Another important initiative was the creation of the Reserve Management Instruction (RMI). It was observed that active duty senior leadership and supervisors were unclear of their roles as it related to the reserve program. For the most part, the reserve force was managed and maintained separately from the active duty, with its own rating chain. Reservists were also confused how they fit into the active duty chain of command, often times left to themselves to develop training and mission objectives. The RMI set clear policies and expectations and clarified the roles and responsibilities for both active duty and reserve personnel. It establishes the importance of each reservist having an active duty supervisor which helped strengthen the inter-relationship between the components. Overall, this resulted in better communication between active duty and reserve personnel and increased organizational alignment.

The third initiative was the establishment of the Reserve Competency Workshop (RCW). Like the DRSSC it was again made

up of both active and reserve officers and enlisted personnel from across the district. With many of the District's Reserve-specific Personnel Allowance List (PAL) positions lacking a valid mobilization competency, the RCW analyzed each position, comparing it against the Concept of Reserve Employment (CORE) and other guidance, to ensure it supported the Commandant's national policy statement. The RCW initiated changes to the PAL, creating a competency advancement system where each rank/rate had a defined training path that charted progression during a reserve member's career. In addition, the RCW assigned Incident Command System (ICS) competencies to each position on the PAL, providing a more even distribution of ICS capabilities within the district reserve resources. The end result was a PAL that ensured each reservist had a clearly defined and obtainable mobilization training track and aligned the active duty and reserve force on training objectives.

The fourth initiative instituted to bridge the integration gap was the Planning Board for Training (PB4T). Traditionally, many training evolutions were planned at the local level without fully assessing reserve training requirements. Local units also did not take into account training planned at other locations. The PB4T is a group of active duty and reserve personnel from each Sector who meet quarterly to evaluate Individual Training Plans (ITPs) and determine the overall training requirements for District reserve personnel. Focusing on six major mobilization competencies (boat crew, boat coxswain, boarding team member, boarding officer, pollution responder, and facility inspector), as well as ICS and promotion/rate specific training, the PB4T then coordinates District-wide training events, eliminating redundancy between Sectors. District Nine developed a training schedule for the coming year which included 183 training opportunities such as local boat crew colleges, ICS classes, contingency exercises and Class "C" schools. The board also established critical partnerships with other Districts to overcome training obstacles beyond the District's control, which included the inability to train during the winter months. The result was a training schedule that allowed reservists the ability to plan for and make meaningful use of their training availability.

These four initiatives worked in concert with one another to increase reserve integration. Supporting integration of the Coast Guard military force should be one of the primary focuses for the leadership at each command. The initiatives that the Ninth Coast Guard District implemented were not developed in a vacuum. These were ideas taken from other successes and molded to fit our needs. Hopefully the successful experience in District Nine will help lead to greater integration across the Coast Guard.

Shipmates in Focus

MK1 Frederick Woods MSST 91109

Machinery Technician 1st Class Frederick Woods poses for a photo during a training exercise with Maritime Safety and Security Team (MSST) 91109 San Diego. U.S. Coast Guard photo.

180 days. A half-year separated from family and friends. A half-year in the hustle and bustle of deployed life. Members of MSST 91109 San Diego have been immersed in the intense and essential security operations at Guantanamo Bay, Cuba. A nonstop, 24-hour, seven days a week, pace.

In this type of intense environment, the crews rely on their leadership to keep them focused, on-task and motivated. From daily assignments to career development to emotional support, these leaders are the glue that binds the team.

One of the newest leaders is not only guiding the members in his unit but also going beyond what is being asked of him.

Petty Officer 1st Class Frederick Woods was recently assigned to MSST 91109 as Lead Petty Officer in the Shoreside Unit: a role requiring him to act as a conduit for information between his supervisors and those in his division along with keeping his team running smoothly. With only a month on the job, Woods has stood out as a leader and mentor.

"One of the biggest things from a supervisory perspective, is that he's very open and honest with me," said Lt. j.g. Aaron Dorrian, Shoreside Security Division Officer and supervisor to Woods. "You can tell he has a genuine concern for his shipmates and he works hard to take care of them."

While deployed, MSST 91109 is in charge of security on both land and water, known as shoreside and waterside divisions. These security watches cover a range of responsibilities from securing the perimeter around the base to providing security during military trials of suspected terrorists. Woods' 11-person team is a vital part of the shoreside mission.

And, what little time he has for himself, Woods devotes to his team.

"In addition to standing watch at night or day, he's in here regularly on his days off taking care of shipmates," said Dorrian.

"Whether it be minor things from liberty requests to schedule adjustments, all the way up to helping his shipmates submit packets to take their [advancement] tests.

Being a reservist and also having spent time on active duty, Woods adds the unique experience and understanding of both worlds.

"He's got a positive attitude, always showing initiative and always willing to be there for the members in his squad," said Chief Petty Officer Edwin Schulze, Waterside Division Chief and Woods' previous supervisor. "He has the experience working with active duty members and he knows how the active duty as well as the reserve side work."

Beyond Coast Guard experience, Woods has demonstrated maturity in his leadership.

"One of the things that he's able to do and that he does well is he's able to see the big picture," said Dorrian. "It isn't easy, especially when you're deployed over here. Sometimes you get tunnel vision on the issues at hand and you can lose track of everything else. What I've noticed he's able to do is take a step back and see the big picture."

Being deployed and away from the comforts of home is a challenge in itself. Woods' devotion to duty and empathy for his shipmates keeps the focus on the mission to ensure all hands return home safe and sound.

*Reprinted courtesy of the Coast Guard Compass
Posted by: PA2 Kelly Parker*

MSU Paducah Honors Past and Present

Marine Safety Unit (MSU) Paducah had a lot to celebrate during a recent awards and retirement ceremony for the December 2011 Paducah reserve drill weekend. Several of the unit's reserve personnel were officially recognized for recent accomplishments as well as paying tribute to one of its departing Chief Petty Officers during a retirement ceremony. Cmdr Claudia Gelzer, MSU Paducah's Commanding Officer, presided over the ceremony highlighting our service traditions and honoring our heritage that included a visit to the unit by a decorated Coast Guard WWII veteran, retired Senior Chief Engineman Irvis Jarreau of Ledbetter, KY.

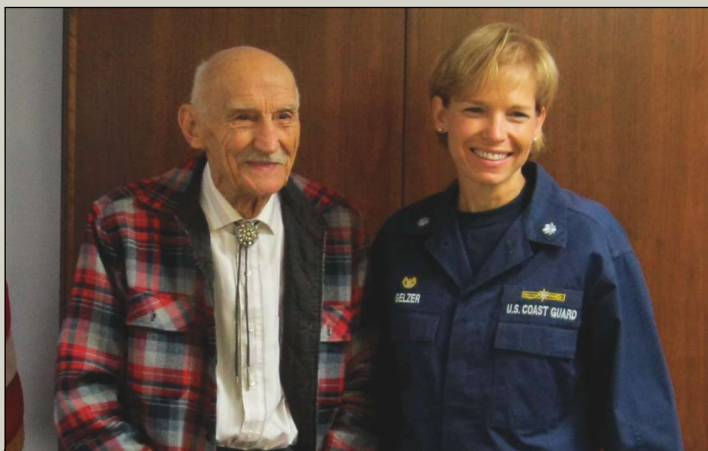
Senior Chief Jarreau, was entertaining and witty as he recounted numerous sea stories of his tours of duty aboard the *USS Joyce* (DE-317) and the *CGC Westwind* (WAGB-281). Entering the Coast Guard in 1942 at the age of 19, Senior Chief Jarreau was assigned as a cook aboard the *USS Joyce*, a Coast Guard manned Navy escort vessel. The *USS Joyce* saw action in both the North Atlantic and Pacific theatres during WWII. Most memorable was Senior Chief Jarreau's account of the attack on Joyce's sister ship, *Leopold*, which was torpedoed amidships and sunk by enemy forces 400 miles off the coast of Iceland. In the wake of this attack, the *USS Joyce* was the designated rescue ship and was able to recover 28 survivors while simultaneously evading enemy torpedoes.

Senior Chief Jarreau continued to serve in the Coast Guard after WWII and was later assigned to the *USCGC Westwind* as the senior Engineman. Senior Chief Jarreau shared personal accounts of life in the Coast Guard both during and after WWII. Through vivid tales, he shared memories of the interesting dynamics between the cutter



MK1 Frederick Woods is pinned by MK1 Brian Smith (right) and MEC Edwin Schulze (left) during his promotion ceremony.

U.S. Coast Guard photo



Senior Chief Engineman Irvis Jarreau and Cmdr Claudia Gelzer, Commanding Officer MSU Paducah at a special retirement event Highlighting our service traditions and honoring our heritage

captains, officers, and crews over the course of his 21 years in the United States Coast Guard.

*Story and photo by Lt. Sean Hughes
Marine Safety Unit Paducah*

CGRU SOUTHCAM Meets the Challenge

Sports come naturally for some, but athletes of the endurance sports understand that to be successful requires a balanced approach to reach the finish line and more importantly to prevail injury free. The Coast Guard has become more fitness and health aware over the past few years. USCG Reserve Unit Southern Command (CGRU SOUTHCAM)'s Commanding Officer, Capt. Doug Dawson, challenged his unit during all hands events to stay fit "...for yourself, your family and the service." I didn't think he was expecting the challenge to come back full circle. In response to the CO's charge, Lt. Cmdr. Bo Courtenay, the unit's MWR Officer, presented the idea of fielding a unit team for the Miami ING Half Marathon in January 2012. The challenge had been issued!

The team started training for the race in October 2011. The plan was to complete the 13.1 mile race, which started in downtown Miami wound around Miami Beach and back into downtown Miami, and celebrate as a team.

At the end of a very productive all hands drill weekend CGRU SOUTHCAM's team assembled in the wee hours of the morning to move to the race start line like we intended to finish, TOGETHER! The weather was perfect - it was cool, not too humid and a light breeze was flowing over the course. The race started before sunrise, and as we rounded the corner in the South Beach area the sun was just peeking over the horizon. The sunlight was so delicate, it was as if the sun was gently approving of our progress, so by our standard things could not be any better! We were well on our way to the finish line and in great spirits. Near the 10 mile mark bands were playing on the side of the course and crowds started to grow to cheer the runners on to the finish line, if there was ever a time to need some cheering, that would be it! As each Coast Guardsman from our team crossed the finish line the feeling was articulated by each person as a great sense of accomplishment, not just as an individual but as a service member representing the US Coast Guard and our unit, CGRU Southern Command. Capt. Dawson could not have been more proud!

Representation for the team stretched the entire demographic of the unit from the youngest to oldest and most senior to most junior with nearly a third of unit personnel participating. Not everyone who prepared was able to attempt the race due to injury; however, in true Coast Guard fashion everyone who started the race finished, and either achieved or exceeded the goals they had set out to accomplish! Team CGRU SOUTHCAM, Ever Vigilant, Tireless and Standing the Watch!

Story by Lt. Jason Harrell

Station FT. Pierce Reaps Benefit of "Contingency Proficiency through Augmentation"

"We had an old Sunstream boat lift that has been at the station in an unserviceable condition for about six years and we were looking into handing it over to the Defense Reutilization and Marketing Offices (DRMO) in Jacksonville," notes BOSN David Ladamirak, CO of Station Ft. Pierce, FL. "One problem was the amount of shipping cost since we did not have the means to transport the lift up to the DRMO facility. We also had a small floating dock at the station that was in need of an overhaul. We had pulled it out of the water and were accessing the amount and cost of repairs which we estimated would be approximately \$2,500. And, that was not a complete overhaul and the dock would still not meet our requirements. After discussing with my XPO we decided to try recycling the floats on the boat lift to make a new floating dock that would give us the size we needed."

Enter Reservist DC3 Robert Doerr. "After procuring the funds for the dock project we just told DC3 Doerr the idea and let him run with it," reports BOSN Ladamirak. "He purchased the supplies and found that he could buy the composite decking materials at a reasonable cost. The new dock is 28 feet long, nearly twice as long as the original. With the new composite decking and durability of the rigid sponsons from the old boat lift, it should give us a very long service life. When finally completed the entire project cost just over \$2,500. I am not exactly sure what a new dock of this size would cost but I would assume it would be about ten times what we paid," notes the CO. "This was the proverbial win-win. DC3 Doerr got work on his professional skills. The CG saved valuable resources, recycled existing hardware and wound up with an improved operational facility."



USCG Reserve Unit Southern Command's Miami ING Half Marathon running team. (L-R): Lt. Jason Harrell, Lt. Kerry Lyons, Lt. Cmdr. Bo Courtenay, IS2 Vanessa Valdes, Cmdr. Steve Hill, Capt. Doug Dawson.



STORY AND PHOTOS BY MC1 MONIQUE LAROCHE, U.S NAVY **THE COAST GUARD RAIDS AFGHANISTAN**

A LOOK AT THE RAID TEAM AND WHAT IT DOES

Reprinted courtesy of regionalcommandsouthwest.wordpress.com

CAMP LEATHERNECK, Afghanistan – The crew of three Coast Guardsmen collect their tools, grab their coffee and head for the parking lot. Hammers, measuring tools, silicone, rivet set, spray paint and a drill are loaded in the back of their pickup as they start out for another day of inspections.

Once at the inspection sight, the U.S. Coast Guard Redeployment Assistance and Inspection Detachment (RAID) Team are greeted by a Marine sergeant dressed for the cold winter morning wearing head gear and gloves. He rattles off numbers and points in the direction of the cargo containers to be inspected, and the team of Petty Officer 1st Class Nelson Del Valle,

Petty Officer 2nd Class Douglas Williams and Petty Officer 2nd Class Albertico Vargas moves out into the yard of large, steel containers. The RAID Team inspects shipping containers for hazardous materials and seaworthiness.

The team assesses an average of 300 U.S. government owned and leased containers a month. The large blue, grey and red metal boxes, faded by the sun and damaged by innumerable journeys overseas, must be physically and visually inspected to make sure they can complete the trip safely. The team reviews documents with the container and verifies that the hazardous material being declared is properly labeled, and the quantities being shipped are within the limitations.

The current team, embedded with the U.S. Army, is made up of two reservists and one active duty. “As a reservist, every member brings something to the table,” said Del Valle, who, as a civilian, is a police officer in Jefferson Township, N.J. He said he is originally a native of Los Angeles, Calif.

Williams, a fellow reservist, is also a corrections officer who works as a civilian in Suffolk County, N.Y. He is a native of Bay Shore, N.Y. Both he and Del Valle joined the Coast Guard reserves after 9/11.

“I have known Williams since he reported to our reserve unit approximately two years ago,” Del Valle said. The two have been friends ever since, meeting up with Vargas during pre-deployment training.

Vargas, a native of Philadelphia, Pa., is busy banging out a dent on the door of one of the containers with the sledge hammer. He keeps at it until the indentation is almost back to normal and the door can close without further difficulties. The team works their way around each container filing up the rows, and inspecting every corner, pointing out the rust, dents and holes.



ME1 Nelson F. Del Valle (left) and ME2 Douglas W. Williams of RAID Team 13 inspect a bullet that was found in a redeploying container during an inspection in Helmand province, Afghanistan.

"A container will travel in the host country, via truck, to the port then to the vessel in international and U.S. waters and then through the U.S. transportation system via railroad or highway," Del Valle said. "If the container is not structurally safe, it is possible that it may cause damage to other containers. An incident like that might be of significance if they contain hazardous material."

The three Coast Guardsmen are adept at working as a team. Del Valle takes an inspection tool he calls a "string with a magnet" and draws it to the edge of the rusted perimeter to take a measurement. Williams is busy logging the data on a clip board that has "no toxins" written across it. Del Valle reaches for another type of inspection ruler and the three work their way around the cargo box. Williams touches up a worn-out serial number with a white paint pen, and as they go down a check list, documenting their progress.

After Del Valle steps into a container to check for "light tightness," Vargas closes and locks the door behind him. After a few minutes, Del Valle taps on the metal door letting his shipmate know he is ready to come out. Williams take notes during the assessment and the team discusses any problems. "A container may fail if there are any cracks, holes or tears in the structural components," Del Valle said.

"The job is important because it helps the government save money and time when shipping cargo. The cost of (delayed or embargoed) cargo is approximately \$5000 a day," Del Valle said, adding that ensuring hazardous material is properly identified is vital during an emergency, a fire or a spill on board ship.

The Coast Guard Redeployment Assistance and Inspection Detachment Team is distinct. The job was created in 2003 by the Department of Defense to ensure hazardous materials are properly prepared for shipment and re-entry into U.S. ports as part of the military redeployment process. One of the Coast Guard's many responsibilities includes port security, so when a container comes through with the seal of approval from the Coast Guard, the cargo is less likely to get stopped.

The



BM2 Albertico Vargas of RAID Team 13 climbs on top of a container during an inspection in Helmand province, Afghanistan. The containers are inspected for seaworthiness and structural integrity before having them sent back to the United States.

RAID Team is the most forward deployed Coast Guard unit in a combat zone. "Not many Coast Guardsman units know about our existence," Del Valle said. "Being the most forward Coast Guard unit deployed is definitely unique, we get to see what a select few have done in the past, and it puts the Coast Guard on the map when we interact with the other branches of service of the military."

"We are the only ones who can really say we were out here; all other Coast Guard units mainly get sent to Bahrain," Vargas said.

Del Valle's and Williams' deployments to Afghanistan brought them closer together. "Our families can rest at ease knowing that we are out here together and we will not allow anything to happen to one another," Del Valle said.

"Having him here definitely helps with my morale, I know I have someone to vent to and someone who understands what I might be going through. I feel he knows that I will be there for him as a friend and supervisor."

"Getting troops home and their property safe without delays is our mission," Del Valle said. "Having the opportunity to serve in the Middle East is a great pleasure especially on a mission that helps get true heroes home."



ME1 Nelson F. Del Valle of RAID Team 13 tags a container after inspection completion in Helmand province, Afghanistan.



Coast Guard Transportable Port Security Boats (TPSB) attached to Port Security Unit 308 and Riverine Command Boats from Riverine Squadron (RIVRON) 2 take advantage of a rare opportunity to practice maneuvers together in the inner coastal waterways of North Carolina, during Exercise Bold Alligator 2012, the largest naval amphibious exercise in the past 10 years.

Photo by Navy MC1 R. Jason Brunson

Operation Bold Alligator: As Real As It Gets

Story by
PA2 Michael Anderson
Deployable Operations Group

Coast Guard Port Security Units 308, 305, 307 and 311, operating at Forward Operating Base Gallant, N.C., had been onscene more than a week when the rain stopped, Feb. 9. The sun was shining down on an old mud road running past the woods down through gleaming rows of concertina wire and orange barricades to the base's entrance, an entry control point (ECP).

Petty Officer 2nd Class Seth Headley, a maritime enforcement specialist and PSU 308 fire-team leader, is on watch. "The entry control point is the first line of defense between the people of the surrounding areas and the forward operating base during this exercise," Headley said.

While standing duty, everyone in the security division has been staring down that same road, scanning the same perimeter and the surrounding treeline. The same people pass by everyday: U.S. Navy Riverines and Marines; news reporters; host-nation contractors, citizens and protestor role players have all approached the gate. To break the monotony, PSU members rotate positions and the binoculars to scan even farther down the road.

A white-powder circle near one of the barricades reminds everyone why it's important to stand a vigilant watch. The spot marks where a woman stood requesting medical care before the improvised explosive device she carried detonated. The circle is a reminder that there are threats all around, a reminder of the Opposing Forces (OPFOR) that have been probing the base.

Will there be another attack? The watch standers only know they have to stay alert, protect themselves, the camp and their shipmates. "Staying alert through the monotony is a big part of standing a good watch," noted Headley. "You can't know everything going on outside the wire and you can't get

complacent. You have to proactively look for anything out of the ordinary and you have to examine the ordinary too."

He looks through the binoculars and sees a silver sport utility vehicle making its way toward the base. The two men inside the vehicle drive to the base everyday to perform maintenance on the sanitation system. Petty Officer 2nd Class Daniel Jares, a Maritime Enforcement Specialist and security watch stander, approaches the vehicle as it pulls up. He starts to check their identification when a cloud of smoke blasts out from under the truck.

It's an improvised explosive device attack.

These devices are designed to stay hidden until it's too late. They detonate in a cloud of fire, shrapnel and debris, killing as many people as possible. This one is exploding next to Jares. Everyone takes shelter as the smoke cloud rolls over the control point's barricades.

Before the smoke clears, PSU members race to the wounded screaming for help. They drag the wounded to safety and begin providing medical care. Seaman Bryan Cvengros, of PSU 305, pulls the concertina wire across the road and closes



Port security Unit 308, 307 and 311 coxswains are briefed about the local area by Station Fort Macon Coxswains during Operation Bold Alligator, Feb. 6. During BA12, The PSU boat crews provided high value asset escorts for Navy ships and port security for the area.

Photo by PA2 Michael Anderson.

Bold Alligator 2012 cont.



Port Security Unit 308 members pull an injured shipmate to safety during an Operation Bold Alligator training scenario, Feb. 9, 2012. During the exercise, PSU members experienced scenarios like they could when deployed to the Middle East, including IEDs, sniper fire, and requests for humanitarian assistance.

Photo by PA2 Michael Anderson

the gate. A quick reaction force arrives on scene to support the embattled Coast Guardsmen. Then, enemy sniper fire begins.

This is one scenario PSU 308, 305, 307 and 311 members experienced during Operation Bold Alligator 2012, the largest amphibious assault exercise in a decade. To attend Bold Alligator, PSU 308 personnel loaded more than 40 tons of personnel and equipment onto an Air Force C-5 Galaxy and flew east over the Appalachian Mountains to Cherry Point, N.C. There, at the end of a five-state, 888-mile flight, PSU 308 personnel unloaded their equipment and boats. They then conveyed to Bogue Field.

The PSU advance party had arrived a few days earlier and was already working with the Marines and Navy to assemble Forward Operating Base Gallant. "The advanced party began by setting up the tactical operations center and the secure communications a few days before the main body arrived," said Maritime Enforcement Chief Petty Officer Jack Wilson, a member of PSU 308's security division. "We put in place the infrastructure to support the incoming personnel." This

included building Quonset huts, lightweight all-purpose metal buildings that could be shipped and assembled on site for berthing. They also coordinated ground transportation and received storage containers including a portable armory that the Navy Seabees constructed a shelter around to protect the 24-hour watch.

By the end of the exercise, PSU members weathered simulated explosive devices, fought off sniper fire and hostile boats, worked with the host-nation authorities and provided medical assistance to host-nation citizens at the gate. "During Bold Alligator, our security members saw a lot of gate traffic; they saw how the joint environment works and how the sea services work together," Headley said. "All of the scenarios are realistic and could happen while guarding a base overseas." The trainers employ OPFOR personnel to simulate realistic action during the exercise.

In another scenario, Opposing Force elements attempted to gain entry to the base while carrying weapons. Blank ammunition, simulated explosive devices and other simulated

devices were used throughout the exercise. Role players are used to incorporate realism into the training. Dressed as citizens of the fictional nations created for the exercise, they wander near the ECP and some attempt to gain entry to the base. "People approaching the gate could be hostile, friendly or bringing us intelligence," Headley said. "They could be carrying hidden weapons or explosives. Our job at the entry control point is to detect, identify, inspect, confirm, detain and counter-act these threats. We help ensure the safety of the base."

As the action at the control point unfolds, PSU boat crews are conducting underway operations on Bogue Sound.

In formation, the PSU's gray Transportable Port Security Boats (TPSB) skim across the water. They dodge and weave as they switch from line abreast to column formations. The crews, wearing black and green survival gear, hunker down during the tight turns. Their tactical harnesses keeping them safely aboard the extremely agile boats.

Blocky Navy Riverine boats swoop in and the two formations merge.

BM2 Michael Swetavage, a PSU 307 coxswain, maneuvers the TPSB into the joint formation. The Riverines, whose offensive mindset and capabilities are distinctly different from the PSU's protective nature, begin to conduct formation maneuvers in concert with the Coast Guard crews. "While deployed overseas, we normally conduct operations with the Navy's Maritime Expeditionary Security Squadrons; their capabilities and structure are similar to our own," Swetavage said. "This has been a great opportunity to work with the



ME3 Bryan Cvengros of Port Security Unit 305 stands watch at the entry control point of Forward Operating Base Gallant during Operation Bold Alligator, Feb. 7. During BA12, Security Division regulated traffic at the FOB's entry control point and protected the base's perimeter.
Photo by PA2 Michael Anderson

Riverines. We realized early on that while our capabilities are different, they are complimentary."

In addition to joint tactical training with Navy and Marine personnel, PSU boat crews provided port security around the sound, collected intelligence and responded to reports of terrorist threats. They also escorted High Value Assets (HVA) into and out of the operational area.

"Escorting ships and protecting infrastructure is the primary mission of the PSUs,"

Swetavage said. "During Bold Alligator, we provided security for a number of amphibious ships transiting the area. Opposing Forces in their own boats and on shore attempted to break the security zones, gather intelligence and cause damage to the US vessels and personnel. We countered those threats."

Throughout Operation Bold Alligator, PSU personnel worked closely with Navy and Marine personnel to defeat every threat they encountered. Because of standard equipment and training, the four PSUs fused together seamlessly. Junior PSU members also stepped up to participate heavily in scenarios that will prepare them for future deployments – whenever and wherever the need arises. ≈



MCPO-CGRF Mark Allen addresses members of the various Port Security Units involved in Operation Bold Alligator 2012 as Rear Adm. David R. Callahan, Director of Reserve looks on.

U.S. Coast Guard Photo

DEEPWATER HORIZON:

TWO YEARS LATER

STILL STANDING THE WATCH

BY PAZ ELIZABETH BORDELON

The call. As a reservist, you know what that call means. It means days, possibly weeks or months, away from your family, your home and your life. Sometimes, the call is expected, such as during hurricane season or potential Midwest Spring flooding. But sometimes, that call comes when you least expect it, like on a peaceful Tuesday evening in late April.

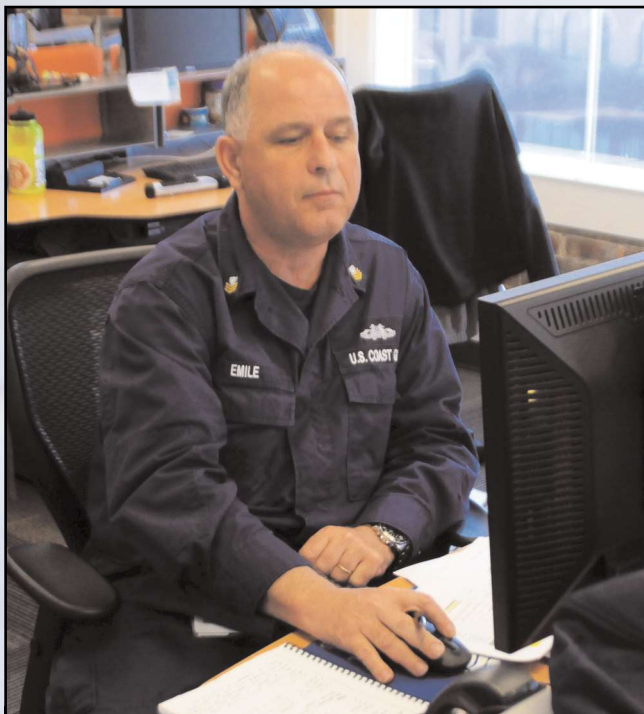
On April 20, 2010, a violent explosion rocked the Deepwater

Horizon, a Mobile Offshore Drilling Unit drilling in the Mississippi Canyon of the Gulf of Mexico. That evening, Coast Guard rescue crews and Good Samaritans in the area successfully rescued 126 crewmembers from the doomed rig. Eleven crewmembers were never recovered. By Friday, April 23, the search and rescue portion of the response had been suspended, but the disaster was far from over. The nation was now facing what would become the largest oil spill in U.S. history.

It was time to make that call.

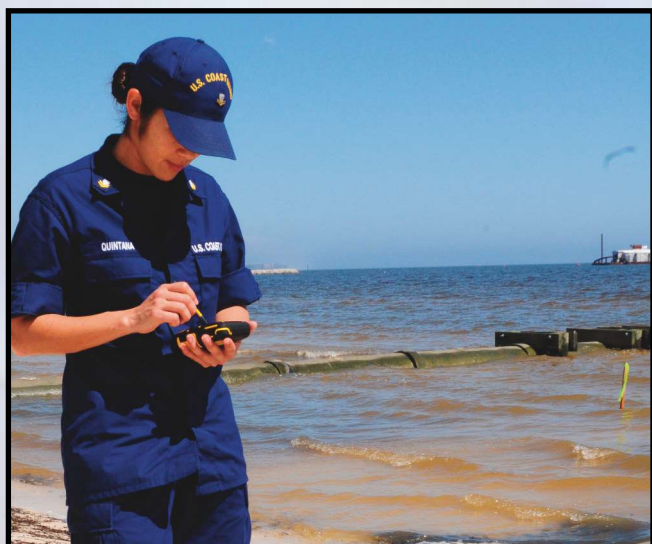






“There have been many challenges dealing with the operations side. Mother Nature likes to throw us a curve every once in a while. There is always a new challenge waiting around the corner. It has been a learning experience from the very beginning and continues on today.”

— ME1 George Emile, a Biloxi, Miss. native, has been recalled since two weeks after the disaster.



The Coast Guard is a strategic national asset, and is uniquely equipped to lead federal government efforts during a maritime disaster. The qualities the nation expects in a first responder – speed, adaptability, integrity and skill – are part of our organizational DNA and ingrained in our operations. The Coast Guard Reserve is uniquely poised within the organization to surge support when disaster strikes.

The military professionalism, logistics and management expertise, and extensive training of the reserve force is critical to effective disaster response. The readiness of the reserve force enables fast, flexible response to crisis. Within only a few days, a wave of blue suiters had washed across the Gulf Coast. From Miami to Astoria and Portland to San Diego, reservists answered the call.

Reservists responding early to the call learned quickly that, in being part of an unprecedented response like Deepwater, flexibility and adaptability were crucial. Sixty-day deployments soon turned to 180-day deployments, and 180 days often extended into a year. For a small handful of reserve members, an end date remains uncertain.

“I was called to active duty two weeks after the incident first occurred,” said ME1 George Emile, a Biloxi, Miss. native who drills out of Coast Guard Station Pascagoula. “This May 2nd will make two years and I think there will be some kind of Coast Guard presence here for quite some time.”

The Deepwater response has been dynamic since day one. With multiple agency involvement, a spectrum of environmental conditions to take into account and the sensitivity of the issues surrounding the incident, responders had their work cut out for them. Emile, who served as the Coast Guard Liaison at the Harrison County Emergency Operations Center in Gulfport, Miss., for the first seven months of the response before transferring to the field office in Biloxi, had a unique vantage point of the challenges responders faced over the last two years.

“Some of the biggest difficulties we have faced were learning about all the intricacies involved in an oil spill of this magnitude,” said Emile. “There have been many challenges dealing with the operations side. Mother Nature likes to throw us a curve every once in a while. There is always a new challenge waiting around the corner. It has been a learning experience from the very beginning and continues on today.”

Many of the reservists pouring in to aid in the response had never been involved in a pollution case before. The learning curve was steep.

“My experience with the Coast Guard is as a Boarding Team member from the Law Enforcement side of the house, so dealing with oil spill response is new,” said Lt.j.g. Sean Fay, an enforcement team leader for Vessel Boarding Security Teams, Sector Charleston, S.C. “The knowledge is out there and plenty of people were willing to assist in bringing me up to speed, albeit not in great depth, but with a functional knowledge. Initially with my

THE MILITARY PROFESSIONALISM, LOGISTICS AND MANAGEMENT EXPERTISE, AND EXTENSIVE TRAINING OF THE RESERVE FORCE IS CRITICAL TO EFFECTIVE DISASTER RESPONSE.

first deployment to Venice, La., as the East Sub-Branch Director for Plaquemines Parish, speed was of the essence. The oil was still flowing from the wellhead, we were very close to the spill site and everything was go, go, go. So being brought up to speed quickly was the top issue.”

Summer on the Gulf Coast can be unforgiving. With temperatures climbing above 100 degrees during the months of July, August and September, responders faced grueling days, plagued by mosquitoes, uncomfortable gear, threat of sudden drastic weather changes and the occasional bristle of hostility from the public. However, the resiliency of the responding reserve members shone through.

“We were all working long days in extreme weather but our morale was high because we had a really awesome group of people,” said MST2 Melanie Quintana of Marine Safety Unit Portland, Ore. “They were all brilliant and brought tools to the table that resulted in our team being more efficient in completing our mission. The diversity was definitely complex at times but it resulted in a highly effective team and provided a great learning environment.”

Diversity is one of the greatest strengths of the reserve force. The unique civilian-world specializations of reservists bring an invaluable wealth of knowledge and expertise to the Coast Guard. Reservists offer a fresh perspective when they augment their active duty counterparts on a response.

“Diversity is what makes our service great and meeting people from different places and hearing their stories makes us stronger as a unit,” said Fay. “No matter where you came from, once you arrived to the response, you were accepted as family with the mentality that we were all in this together. Strong bonds were formed and when the stress was high that’s how you coped by relying on each other.”

Camaraderie and unit cohesion are common sentiments of reservists working on the Deepwater Horizon response for the past two years.

“For me, working with the other rates and members from all across the Coast Guard, both active and reserve, has been the best part of my deployment,” said ET2 Stuart Gurba. Gurba, assigned to Electronics Support Detachment Fort Macon, North Carolina, has spent time in Florida, Alabama and Louisiana during his deployment. “As an ET, I am usually in the corner of a base with little interaction from members so this has been refreshing. There have been individuals that have come here on short and long term orders that I will be friends with for a long time. This deployment has reignited my passion of why I joined the Coast Guard.”

But for reservists from the Gulf Coast, this response has meant something more.

“I am proud to have had this opportunity and will never forget the great people of the U.S. Coast Guard that came to my home to help make an impact on the way the environment was treated and put back together after such a catastrophic incident,” states Emile with an obvious sound of emotion in his voice.

And, Emile has no plans of calling it quits any time soon.

“I’m here till the job is done and they tell me to go home.”≈



(left) MST2 Melanie Quintana of Marine Safety Unit Portland, Ore. inspects the shoreline looking for residual oil. (above) The search continues...

The More You Know

Concept of Reserve Employment (CORE) Update



By Captain John Ancellotti,
USCGR

“While the goal of the CORE is to prepare Reservists to respond to Coast Guard surge and contingency operations, an underlying benefit to all units is the use of your assigned Reservists as an augmentation force prior to their activation.”

ALCOAST 582/11

CORE Enlisted ALCOAST 2 – Prevention (Marine Safety)

If you are trying to understand what CORE’s purpose is there are two things to consider. First, CORE’s foundation is the Commandant’s USCG Reserve Policy Statement. Second, within the Commandant’s Reserve Policy Statement emphasis is placed on ensuring reservists and their leadership know what specific competencies the reserve force should be always ready to mobilize with to support boat operations, contingency planning and response, expeditionary warfare, marine safety, port security, law enforcement and mission support.

Since the preponderance of reservists are enlisted members, CORE’s initial focus is identifying what competencies across the board enlisted reservists should attain and maintain to meet the Coast Guard’s surge and contingency needs. CORE understands that these competencies must be attainable and maintainable within existing IDT and ADT allocated training days.

To date two CORE Enlisted ALCOASTs have been jointly released by CG-5, CG-7, and CG-13:

ALCOAST 402/11,

SUBJ: CORE Enlisted ALCOAST 1 – Boat Operations

ALCOAST 582/11,

SUBJ: CORE Enlisted ALCOAST 2 – Prevention (Marine Safety)

These ALCOASTs were not developed in a vacuum. Prior to their publication CORE ALCOASTs are coordinated/vetted through the MCPO-CGRF, the appropriate Rating Force Master Chiefs, and include input from Area Staffs, Reserve Senior Leaders, and multiple CGHQs Program Offices – in other words both active duty and Reserve subject matter experts have given the ALCOASTs a “sanity check.”

At least five more CORE Enlisted ALCOASTs will be forthcoming this spring and summer that will focus on the enlisted competencies encompassed within contingency planning and response, expeditionary warfare, port security, law enforcement, and mission support.

Reserve Officer required competencies are presently being researched and identified through various CGHQs program offices and will soon be communicated through CORE via a similar CORE ALCOAST format as the CORE Enlisted ALCOAST competency series.

Readers are encouraged to visit the CORE website: www.uscg.mil/RESERVE/concept_of_employment.asp and send comments to CORE@uscg.mil.



DD-214s

What you need to know

Story by Lt. Daniel LiBrando,
Personnel Service Center

Cartoon Artwork courtesy
Jeff Bacon,
www.broadside.net
Cartoon Text by CG-PSC

Department of Defense Form 214 "Certificate of Release or Discharge from Active Duty", but generally referred to as a "DD-214", is a document of the United States Department of Defense, issued upon a military service member's retirement, separation or discharge from active-duty military service. Over the years we have gotten many questions about form DD-214 and when Reserve personnel should receive one. We found the following information submitted by Lt. Daniel LiBrando at the U.S. Coast Guard CG Personnel Service Center to add clarity through simplicity.

The accompanying chart depicts when a Reserve member should and should not receive a DD-214. You can see that members serving on Title 14 orders exclusively will not be issue a DD-214. Those serving on Title 10 for 90 days or more will be issued a DD-214, while those on Title 10 for less than 90 will not – unless it is in support of a named contingency operation such as Operation Iraqi Freedom.

Exceptions:

- 1) Any consecutive period, regardless of order type, 90 days or greater warrants issuance of a DD-214 for the entire period. For example, two months of Title 14 followed by five weeks of Title 10 with no break in service call for the member to receive a DD-214.
- 2) A Reservist shall be provided a DD-214 upon separation for cause or for physical disability regardless of length of time served on active duty.

Order Type	Title 14	Title 10	IADT/ADT/ADOS
90 days or more	N/A (60 day maximum recall)	YES	YES
89 days or less	NO (Does not qualify as a contingency operation)	YES (in support of a named contingency operation)	NO

References: **Title 10** – DODI 1336.01, Enclosure 3, **Title 14** – Deepwater Horizon FAQs, Question 18 (www.uscg.mil/reserve/deepwaterhorizonfaq.asp) **ADOS/ADT** – COMDTINST M1900.4D, CH 1.B.10.

Financial Readiness

Improving Financial Stewardship: The Importance of Obtaining and Properly Using Your Government Travel Charge Card

Do you have a current/active Government Travel Charge Card (GTCC)? If you do, you should be aware of important GTCC-related changes over the last few years. If you do not currently have a GTCC, you should work with your chain of command to apply for one as soon as possible. In either case, it behooves you to learn about how recent GTCC changes affect you as a cardholder and reservist.

The release of ALCOAST 717/09 in December 2009 marked an important policy change for reservists in the Coast Guard. In it, the Commandant announced that with a few exceptions, all active duty and reserve personnel traveling on orders are required to purchase their commercial transportation tickets using their government charge cards.

A Brief History

So what did this 2009 policy change mean for reservists, and why bring it up now in 2012? Among other things, the issuance of ALCOAST 717/09 reflected a broad attempt by the Coast Guard to phase out the direct charging of commercial transportation to a Travel Order Number (TONO) connected to a Centrally Billed Account (CBA) on the travel orders. For reservists who joined the Coast Guard prior to 2009, it was a common practice for those who were traveling by commercial airline on orders for something like a Class "C" school at TRACEN Yorktown or a contingency operation such as Hurricane Katrina to call SATO Travel, reserve a plane ticket, and then charge the ticket directly to the TONO on their travel orders.

For most reservists, including myself, the old process of charging airline tickets to orders appeared easy and straightforward. The old evolution did not require reservists to use their government travel card or claim the cost of the ticket on a subsequent TPAX travel claim; instead, the cost of the commercial transportation was billed by SATO directly using the reservist's travel order TONO connected to a Centrally Billed Account. When paying for the ticket, all a reservist had to do was fax their travel orders to SATO, and SATO would do the rest.

The Catalyst for Change

After reading this, you might be asking yourself, 'Why fix a good system if it isn't broken?' It turns out that charging commercial transportation to travel order TONO's connected to a Centrally Billed Account sounds easy but is in fact a deeply flawed procedure that contains many inefficiencies and opportunities for error along the way. Over the last decade, the charging of commercial transportation to travel order TONO's has resulted in charges on centrally billed accounts that have little or no paper trail. Additionally, in some cases, flight itineraries booked through SATO by reservists do not match the itinerary authorized in their travel orders, and although the majority of improper uses of travel order TONO's have been by accident, in some cases, fraud and abuse of travel order TONO's have occurred.

The Coast Guard recognized this emerging problem and officially changed travel policy in 2009 with ALCOAST 717/09, but the effects of years of charging tickets to orders improperly were still apparent in the Coast Guard's Fiscal Year (FY) 2011 financial audit. To reiterate the change in policy reflected in ALCOAST 717/09 and COMDTINST 4600.14, Coast Guard members are only authorized to charge commercial transportation to their travel order TONO's for:

- The purchase of commercial transportation tickets for individuals who do not possess an individually billed GTCC (note: this should only apply to new accessions entering the Coast Guard who have not had the opportunity yet to apply for a GTCC);
- The purchase of commercial transportation tickets for individuals who possess an individually billed GTCC but only when the duration of the TDY trip exceeds 21 days or PCS delay exceeds 15 days.
- The purchase of Alaska Marine Highway System ferry reservations that are in conjunction with an active duty PCS.

Conclusion

Above all else, the message that reservists should take away from this article is that while policy has changed, everyone will still get reimbursed for commercial travel related to their travel orders. The proper use of the government charge card/GTCC to purchase commercial transportation while on travel orders is an issue that greatly affects reservists, particularly those who have been in prior to 2009 and might not be aware of this policy change. This issue is by no means the only travel-related accounting problem the Coast Guard is trying to fix during the FY 2012 audit, but it does represent an important challenge in the ongoing effort to increase financial stewardship and accountability as part of steadying the service.

The bottom line is that with a few exceptions that are outlined in COMDTINST 4600.14, every reservist should charge their commercial transportation to their government charge card. Reimbursement should occur after the reservist has submitted a TPAX travel claim with the commercial

transportation receipts provided to their Authorizing Official (AO). Every reservist currently drilling in the Selected Reserve (SELRES) and in a deployable or deployed status is responsible for obtaining and maintaining a government travel charge card, although if you think you qualify for one of the exceptions (such as using the Alaska Marine Highway for PCS travel while on active duty orders), ask your SPO or check COMDTINST 4600.14.

If you are reading this and you don't have a government

charge card, contact your chain of command immediately and begin the application procedure, as the GTCC is now a required item for reserve travel and deployment. The use of government charge cards for travel has been a standard and required practice since 2009, and now more than ever with the scrutiny of a full scope financial audit in FY 2012, it is vital that reservists practice proper financial management while in uniform, and especially while on travel orders.

Story by Lt. Thomas Baker, CG-85

Supporting Reserve Readiness Through Financial Accountability

With the continued decline in federal finances, the current fiscal environment highlights the importance of maximizing every taxpayer dollar. For the Reserve, this means ensuring that every dollar in the Reserve & Training (RT) appropriation is optimized to support reserve force readiness. Since 2008, the Office of Reserve Affairs (CG-131) has been working to develop an effective internal controls program that will help to increase the efficiency in which financial resources are utilized. Working in collaboration with several District units, the Deployable Operations Group (DOG), PSSU Washington, D.C., and accounting firm Deloitte & Touche LLP, full implementation of the program is expected to occur in 2012.

What are internal controls?

You don't have to be an accountant to have experience with internal controls. The easiest way to associate internal controls with everyday life is to think of your alarm clock. Your alarm clock acts as an internal control to ensure you are awake bright and early to report for duty. Your control objective is to wake up on time. Your control technique is setting the alarm for a specific time. Should you fail to set your alarm clock properly, you are at risk for reporting late. For the organization, internal controls provide reasonable assurance that it will achieve its objectives in an efficient manner, produce reliable reports, and comply with applicable laws and regulations.

Background

Systematic shortfalls in financial management, accounting, and information technology system procedures have led to several audit findings that have kept the Coast Guard from resolving long-standing material weaknesses. In 2006, former Commandant Admiral Thad Allen, issued Action Order # 5 titled "Coast Guard Financial Management Transformation and CFO Audit Remediation." The action order directed the Coast Guard Chief Financial Officer to establish a team to develop and implement a plan to transform the Coast Guard's financial management organization into a model of excellence that would yield positive audit findings.

Commandant Instruction 5700.10A titled "Coast Guard Internal Control Program" was published in 2008 to provide managers with guidance on their roles and responsibilities in establishing and maintaining effective internal controls to help meet the requirements of the Federal Managers Financial Integrity Act (FMFIA). Based on the requirements set forth in this instruction, CG-131 began developing a robust internal controls program.

Setting the course

Follow the money is a well worn adage; however, it remains key to having a well-run organization. Accounting firm Deloitte & Touche LLP recently completed observations and recommendations to assist CG-131 in meeting the requirements of the Coast Guard Internal Control Program. The firm conducted site visits to seven District offices, the Deployable Operations Group, and PSSU Washington, D.C. During these visits, interviews were conducted with resource personnel to document business processes associated with budget formulation, execution, and reserve order entries in Direct Access. The visits provided CG-131 the opportunity to analyze risks associated with these processes. Using this information, CG-131 was able to build an internal control framework to guard against potential risks that could adversely affect the organization in achieving its objectives. The result of these actions would culminate in the development of standardized business process narratives and flow charts.

Who benefits

We all do! The risk for inappropriate use of taxpayer money will always exist. The implementation of a strong and efficient internal controls program within the Reserve will help ensure that financial resources are being used appropriately and in accordance with all legal requirements. When this occurs, funding is better utilized to provide reserve personnel with additional training and drilling opportunities. They also help to remove inefficient practices that could result in inaccurate estimations for berthing during budget formulation, or cause a delay in the approval of orders in Direct Access. From an organizational standpoint, the development of a robust internal controls program within the Reserve Component contributes to the Coast Guards overall audit readiness.

How you can help

Although internal controls provide reasonable assurance that resources are being utilized properly, they cannot provide absolute assurance against waste, fraud, and abuse without your help. You have a responsibility to ensure that financial resources are being used in the most efficient manner to ensure maximum resource availability for reservists to train and drill, while helping the organization achieve its mission objectives.

Story by Lt. j.g. Mark Sanchez, CG-1312

Bulletin Board

FRA Education Foundation Scholarship Deadline is April 15th

College-bound students who have an affiliation with the Navy, Marine Corps or Coast Guard are invited to apply for generous scholarships through the Fleet Reserve Association (FRA) Education Foundation. The deadline to apply is April 15, 2012, and the Foundation's Board of Directors encourages all eligible candidates to apply for academic awards of up to \$5,000. Applications are available online at www.fra.org/foundation.

Applicants must be affiliated with the Coast Guard, Navy or Marine Corps, either through their own service or that of a spouse, parent or grandparent. FRA Education Foundation scholarships are funded through private donations, established trusts and corporate sponsorships, and recipients are selected based on financial need, academic standing, character and leadership qualities.

"The scope of the FRA scholarship program has grown substantially since 2000, which led to the creation of the Education Foundation in 2009," explains Joe Barnes, a member of the Foundation's Board of Directors and FRA's National Executive Director. "Thanks to the tremendous generosity of our members, legacy gifts and corporate sponsors, we've been able to provide more scholarships each year. In 2010, we helped 26 deserving students with a total of \$118,000 in scholarships. Last year, we awarded \$124,000 to 30 scholars. We're excited about the continued growth of the Foundation and its awards and look forward to expanding the program even more in 2012."



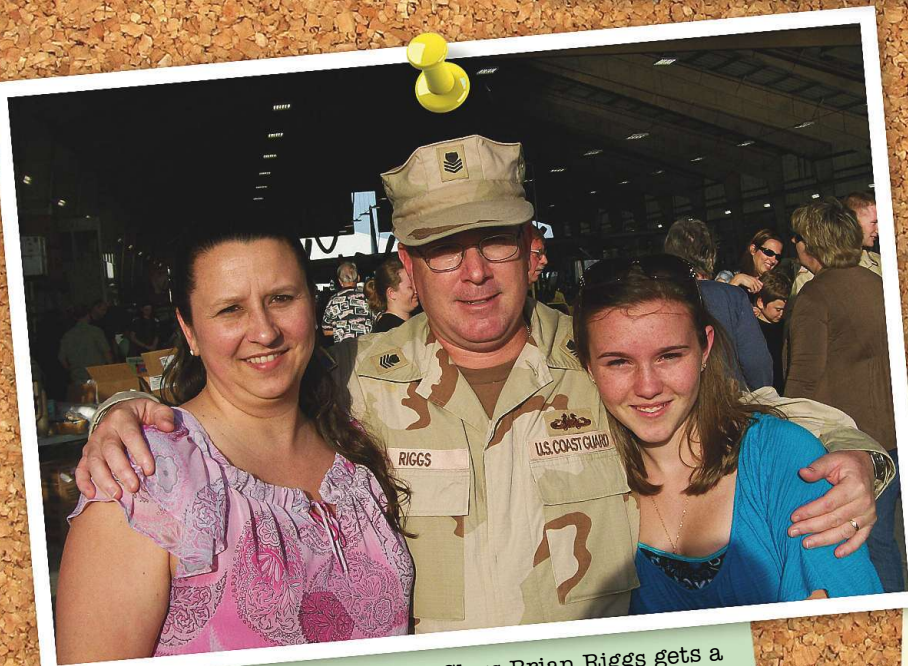
Coast Guard Mutual Assistance ... Looking After Our Own

CGMA is the Coast Guard's own financial relief organization, established and maintained by Coast Guard men and women to help one another in times of need.

Last year CGMA provided \$4.6 million in direct financial assistance to those in need. More than \$144,600 in emergency assistance went out to Reserve members.

The CGMA Fundraising Campaign takes place only once a year, in April. During the Campaign, a letter goes out to each member of the Coast Guard Selected Reserve. Those who can are asked to consider giving financially to make sure funds are available to meet the needs that arise. Please consider giving to CGMA this year by allotment, check or credit card.

To learn more or to donate online, visit www.cgmaHQ.org or call (800) 881-2462.



PSU 307's Petty Officer First Class Brian Riggs gets a hug from his wife and daughter as they are reunited at Coast Guard Air Station Clearwater. PSU 307 returned from a deployment to Kuwait on January 23, 2012.

Submitted by YN2 Ron Penney, USCGR (Ret.)



Port Security Unit 307 members are presented a 2011 Reserve Family Readiness Award at the Pentagon, Feb. 17. From left to right: Army National Guard Command Sgt. Maj. John D. Gipe, Senior Enlisted Advisor Secretary Of Defense For Reserve Affairs; Rear Adm. David R. Callahan, Director Of Reserve; Cmdr. Andrew Wallace, Port Security Unit 307 Commanding Officer; Sonja Stanford, PSU 307 Ombudsman; David L. McGinnis, Acting Assistant Secretary Of Defense For Reserve Affairs; Master Chief Mark Allen, MCPO-CGRF; And Retired Vice Adm. Norbert R. Ryan, Military Officer Association Of American President. The RFRA is presented to the top unit in each of the Reserve components that demonstrates outstanding family readiness while maintaining superior mission readiness.

Photo by PA2 Michael Anderson



When it really counts, it's good to be an USCG Auxiliary member

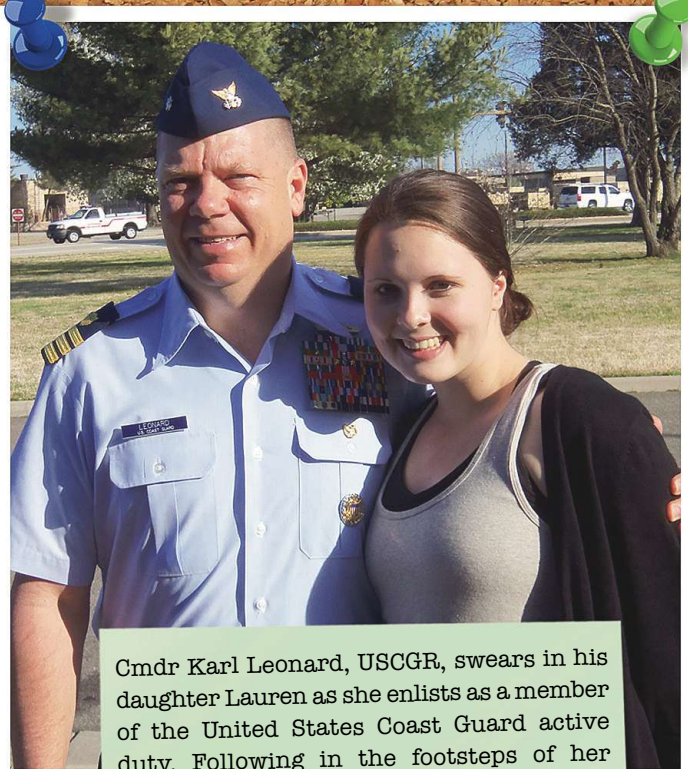
If you've ever had a problem on the water, you know how much a friend's assistance can be. Put yourself on your boat...your fuel gauge fails and you run out of fuel on the open water...what do you do? Sure, you can call on a commercial towing service, and spend hundreds of dollars trying to get back to your home dock. Or, just maybe a member of your local Coast Guard Auxiliary flotilla has a five-gallon can of gas and can come to your rescue. That's just one of the many benefits that you can enjoy as a member of a U.S. Coast Guard Auxiliary flotilla. Not to mention the camaraderie and satisfaction of doing something meaningful that might help protect the environment or...yes...result in actually saving another person's life.

The U.S. Coast Guard Auxiliary offers any citizen 17 years or older an opportunity to give back something to their community while enjoying the benefits of being a member of the only Congressionally-authorized auxiliary of a military unit in the U.S.

If your talent is teaching, the Auxiliary offers countless courses on boating safety that are made available to the public for little cost...and your teaching skills just might save a boater's life. Or maybe you own a boat and want to offer it for use on missions such as search and rescue or routine patrols that help the Coast Guard by taking on a share of duties that the Coast Guard would otherwise have to undertake.

Regardless of what you do in "real life", there's a place for you in the Coast Guard Auxiliary. Just call a flotilla in your area and learn first-hand what you can do for your fellow man...and how you can benefit yourself.

The U.S. Coast Guard Auxiliary, created by an Act of Congress in 1939, is the uniformed civilian component of the U.S. Coast Guard and supports the Coast Guard across all mission areas. For more information on the Coast Guard Auxiliary and a flotilla near you, visit cgaux.org.



Cmdr Karl Leonard, USCGR, swears in his daughter Lauren as she enlists as a member of the United States Coast Guard active duty. Following in the footsteps of her ancestors, Lauren becomes the fourth generation of the Leonard's to enter military service. Seaman Recruit Leonard will report to Training Center Cape May, New Jersey for basic training upon graduation from high school this June.

Photo courtesy Cmdr. Karl Leonard

Reserve Senior Leadership Meets



Coast Guard Reserve senior leaders gather at the National Conference Center near Washington, DC, March 10 and 11, 2012, for the Reserve Senior Leader Meeting and Senior Enlisted Reserve Call.

Senior Reserve Officers and Reserve Gold Badge Command Master Chiefs (RCMCs) benefitted from training that included presentations on topics including the Reserve Training budget, Concept of Reserve Employment, Reserve Workforce Structure Board, Selected Reserve Enlisted Advancement Work Group, and Project Kimball II.

RDML David Callahan, current Director of Reserve, along with incoming Director of Reserve RADM Steven Day and MCPO-CGRF Mark Allen provided their perspectives on the status of the Force and the way forward. Rating Force Master Chiefs for OS, MST, IT, DC, and ME provided a briefing on the Enlisted Rating Advancement Training System (ERATS) along with status of the ratings. Discussions were dynamic; updated senior leaders on the status of the workforce and operations; identified solutions; and planned the way forward. In addition, the RCMCs met with MCPOCG Mike Leavitt and MCPO-CGRF Allen to discuss and plan Reserve senior enlisted leadership development.



MEC Sean K. Springer was recently re-enlistment on board Station Honolulu's 47th MLB in the Port of Honolulu by Sector Honolulu Reserve VBST Operations Section Chief, LT Grant Pagarigan. MEC Springer is pictured here with his wife, Janina and daughters Nanea (next to dad) and Kamalei moments after the ceremony.

Photo by ME1 Keith Ito



MCPOCGRF Mark Allen poses with PSU 312 members during their recent advancement ceremony (L-R): BM2 Nam Huynh, MCPOCGRF Allen, BM3 Jonathan Kolby, BM3 Anthony Vu and Lt. Eric Marfull.



Reserve Component Chiefs. (L-R) Congressman Duncan Hunter, NGR Caucus Co-Chair; LTG William Ingram, Director, ARNG; LTG Harry Wyatt, Director, ANG; LTG Jack Stultz, Chief, USAR; VADM Dirk Debbink, Chief, USNR; BG James Lariviere, Deputy Cmdr, MarForRes; RDML David Callahan, Director of Reserve, USCG; and Congressman Tim Walz, NGR Caucus Co-Chair.

Taps

MCPO William J. Guido, 68, of Mayfield, N.Y., passed away on Thursday, November 10, 2011 at his home following a long battle with cancer, surrounded by his loving family. Born on September 27, 1943, Bill attended St. Peter's High School and following graduation enlisted in the U.S. Army serving with the 101st Airborne Division and was stationed in Mainz, Germany. During his tour, he met his wife, Sylvia, whom he married on July 15, 1965. After completing his enlistment Bill began a career with the Fire Department of New York (FDNY) in 1968, ascending the ranks, retiring as Chief of the Marine Division after 33 years with the Department. His final duties with the FDNY involved responding to the Ground Zero recovery effort. Mr. Guido was also a member of the United States Coast Guard Reserve, achieving the rank of Master Chief Petty Officer during a career that spanned three decades. He is survived by his wife, Sylvia; three sons, David of Chatham, N.J., Stephen of Mount Hope, N.Y., William J., Jr. of Mayfield, N.Y.; one daughter Tanja I. Rollins of Edgecomb, Maine; six grandchildren and numerous nieces and nephews.



YN1 Timothy Lee Dotson, 40, died Saturday, Feb. 18, 2012, at the Indianapolis University Medical Center. He was born on September 10, 1971 in Green Cove Springs, Fla., to Cecil "Butch" Dotson and Enriqueta "Katie" Reid Reagan. He is survived by his father, Cecil, of Ypsilanti, Mich.; his mother, Enriqueta, of Yulee, Fla.; widow, Nichole Fox Dotson of Chesterfield, Mich.; two sons, Corey and Aaron Malone; three daughters, Memorie Valentine of Huntsville, Ala., Timberlin Zink of Las Vegas, and Rachel Malone; and one brother, Cristopher Dotson of St. Augustine, Fla.

Tim began his Coast Guard Career at Training Center Cape May, N.J. After graduating boot camp, SN Dotson reported to the CGC Katmai Bay for several months while waiting to attend YN Class "A" school. Upon graduation from Class "A" school, YN3 Dotson was assigned to the cadet PERSRU at the Coast Guard Academy, New London, Conn. He was then assigned to Air Station Cape Cod, Mass., and changed his rating to Avionics Technician. He didn't leave the yeoman rating for long. In August of 2000, Tim was transferred to Group Milwaukee and returned to being a YN3 quickly worked his way up the ranks while station at Group Milwaukee. He was advanced to second class in February 1, 2002 advancing to first class July 1, 2004. From Milwaukee, YN1 Dotson was transferred to Group Mayport, Fla. There he saw the Group turn into a Sector as part of the CG modernization. YN1 Dotson came to Sector Detroit in the summer of 2008.

While at Sector Detroit, YN1 Dotson worked to make changes to improve the Sector. He worked with the 9th District to get local control over the government travel charge cards to eliminate multiple steps and to ensure that member's accounts were more closely tracked. As the OOD/JOOD watch captain, YN1 Dotson worked with the command and a local security company to provide armed guards at night to ensure the safety of those remained on board at night. YN1 Dotson also helped Sector Detroit through more of the modernization process by helping to stand up the Reserve Force Readiness System (RFRS) staff. As the lead yeoman on the RFRS, YN1 Dotson ensured the reserve members from Sector Detroit were fully compliant with all training and readiness requirements.



Cmdr. Eugene Sydney Altena, USCG (Ret.) passed away at his home in Auburn, Wash. on January 10, 2012, after a courageous battle with large B-cell lymphoma. Gene will be greatly missed by Mary, his loving wife for 26 years, his daughter Melinda, his son Kevin, his father, sister, brother, and the rest of his family and friends. Gene was born in Richland, Wash., on August 29, 1947, to Sydney and Maxine Altena. An Eagle Scout, he attended Washington State University. Following graduation he enlisted the US Coast Guard in 1969 attending recruit training in Alameda, Calif.. He attended Officer Candidate School and was commissioned in 1971. During his career he served proudly as both an active duty and reserve officer retiring from active service at the rank of Cmdr in 1992. His assignments included Washington, D.C., Honolulu, Long Beach, Calif., Adak, Alaska, and Seattle.



SKC Manny Vaz was advanced to Chief Petty Officer during a ceremony held on Saturday, December 10, 2011 at USCG SFO Moriches, NY. Chief Vaz had his pins attached by his wife Beth and son Phillip. His certificate was presented by MKC Ira Tobias.

Submitted by YN3 Carl Licitra

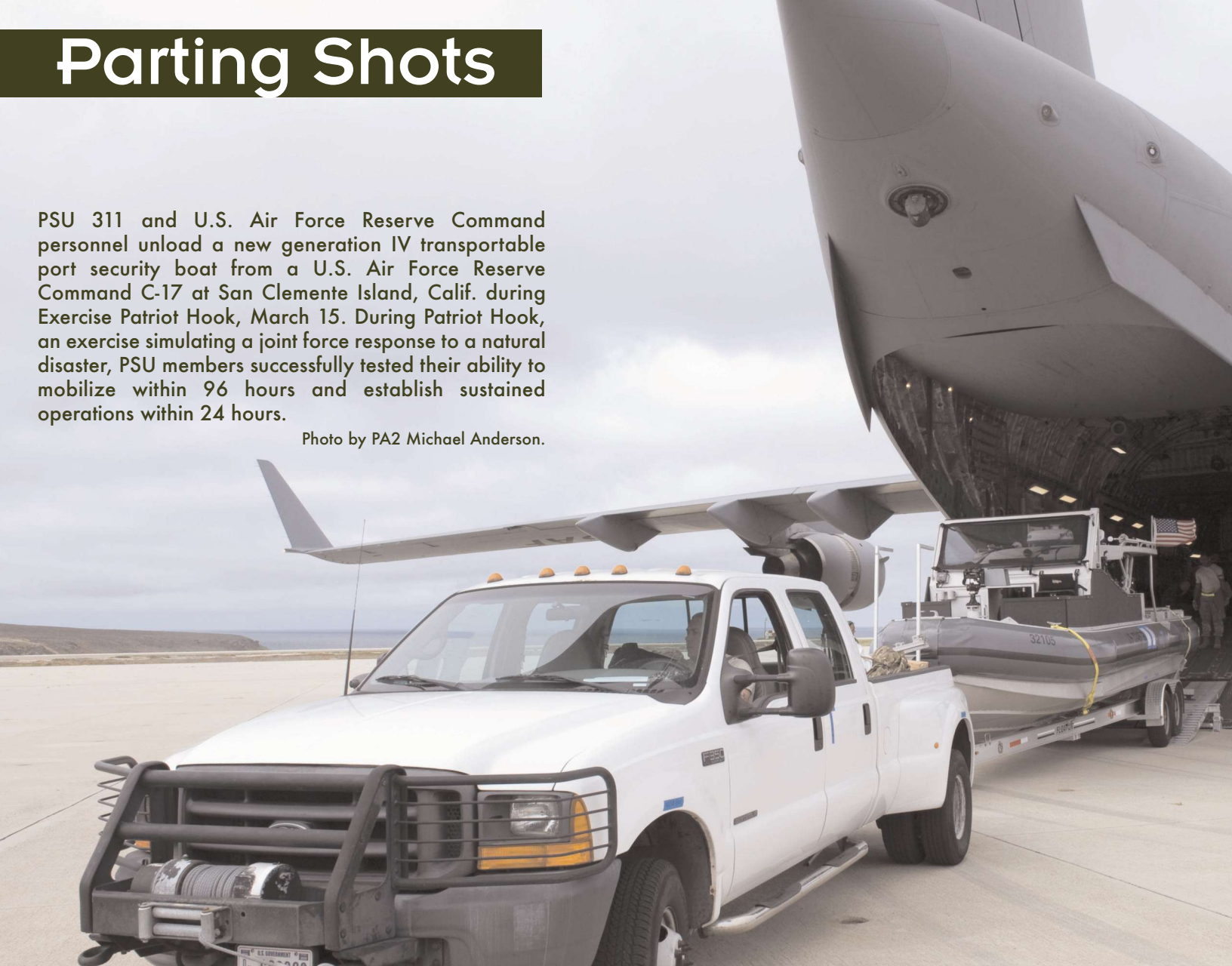


Capt. Lori Mathieu presents YNCS Tom Illich with his 6th Commendation Medal as 2011 reserve recruiter of the year. Bravo Zulu, Senior Chief!

Parting Shots

PSU 311 and U.S. Air Force Reserve Command personnel unload a new generation IV transportable port security boat from a U.S. Air Force Reserve Command C-17 at San Clemente Island, Calif. during Exercise Patriot Hook, March 15. During Patriot Hook, an exercise simulating a joint force response to a natural disaster, PSU members successfully tested their ability to mobilize within 96 hours and establish sustained operations within 24 hours.

Photo by PA2 Michael Anderson.



The Coast Guard Cutter Yered serves as the backdrop for the Coast Guard Sentinel Class Fast Response Cutter Fleet Dedication at the Bollinger Shipyard in Lockport, La., March 2, 2012. The Sentinel Class Cutters are named in honor of enlisted Coast Guard heroes.

Photo by PA2 Patrick Kelley



The U.S. Coast Guard Cutter *Bertholf*, homeported at Coast Guard Island, Alameda, Calif., transits out of the San Francisco Bay, Friday, March 9. The *Bertholf* is the first National Security Cutter and is one of the flagships of the modern day Coast Guard along with the cutter *Waesche* and the soon to be commissioned cutter *Stratton*.

Photo by PA2 Levi Read

BM1 Andrew Strasser directs the crane operator as BM2 Cody Tedeschi holds the trail line as Vessel of Opportunity Oil Skimming System (VOSS) equipment is loaded onto a Los Angeles Fire Department boat for testing, March 7, at Base San Pedro. Both men are assigned to the Coast Guard's Pacific Strike Team and are assisting in the first-of-its-kind test being conducted to see if the VOSS oil collecting apparatus will work effectively on a vessel other than the Coast Guard's.

Photo by PA1 Adam Eggers



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